

TRAFFIC SAFETY DIGEST

A Compendium of Innovative State and Community Traffic Safety Projects

Summer 1998



U.S. Department of Transportation
National Highway Traffic Safety Administration



People Saving People
<http://www.ntsa.dot.gov>

CONTENTS

Alcohol and Other Drugs

- ❑ 3D Month Program (Oklahoma)
- ❑ Alcohol in School is Stupid (**AISIS**) (Michigan)
- ❑ Badges in Bars (Nebraska)
- ❑ Business Opposed to Underage Consumption and Irresponsible Selling (BOUNCERS) (Illinois)
- ❑ California Highway Patrol's Designated Driver Program (California)
- ❑ California Licensee Education on Alcohol and Drugs (California)
- ❑ City of San Diego Drunk Driving Enforcement Program (California)
- ❑ Comprehensive Server Training Program (Hawaii)
- ❑ Cops In Shops (North Carolina)
- ❑ Cops In Shops (Texas)
- ❑ Cops In Shops (Wisconsin)
- ❑ Crime Lab Fund Tracking (New Mexico)
- ❑ Dane County DRIVING FORCE (Wisconsin)
- ❑ Delaware-Madison County **DUI** Task Force (Indiana)
- ❑ Delinquent **OWI** Fine Collection Program (Iowa)
- ❑ Drunk Drivers: We've Got Your Number **9-1-1** (Michigan)
- ❑ **DUI** Interstate Partnership (Maryland, Virginia, West Virginia)
- ❑ **DUI** Prosecution Coordination Project (Hawaii)
- ❑ **DUI** Victim/Witness Program (South Carolina)
- ❑ **DUI/BUI** Awareness and Enforcement Campaign (California)
- ❑ **DWI** Fine Collection Program (Iowa)
- ❑ **DWI** Offender Driver License Examination (Minnesota)
- ❑ Facing Alcohol Challenges Together (Indiana)
- ❑ Fatal Reality (New Hampshire)
- ❑ Governor's **DUI** Task Force (Montana)
- ❑ Habitual Offender Project (Virginia)
- ❑ Habitual Offender Tally Sheets (HOT Sheets) (Ohio)
- Hispanic **DUI** Probation Project (Idaho)
- ❑ Holiday **OUIL** Enforcement Project (Michigan)
- ❑ Houston Lights On For Life Coalition (Texas)
- ❑ Kansas Youth Alcohol Media Campaign: "Take a Stand" (Kansas)
- ❑ Lafayette Alcoholic Beverage Vendor/Server Training (Louisiana)
- ❑ Lee County Sheriff's **Office/Keokuk** Police Department Cooperative Alcohol Enforcement Effort (Iowa)
- ❑ Linking Traffic Safety and Health (Nebraska)
- ❑ Low Manpower Sobriety Checkpoint Training (Nevada)
- ❑ Maui Server Training Program (Hawaii)
- ❑ Maui Police Department Purchase of Preliminary Breath Testers (**PBTs**) (Hawaii)
- ❑ Motor Vehicle Homicide Seminar (New Hampshire)
- ❑ National Judicial College (Nevada)

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Alcohol and Other Drugs (cont'd)

- ☐ North Woods Driving Force (Wisconsin)
- ☐ Operation **DWI/OBD** Evaluation Project (New Mexico)
- ☐ Operation Pull Over/Deal With It Corporate Sponsorship Campaign (Indiana)
- ☐ Operation Zero Tolerance (Alabama)
- ☐ **OWI** Fine Collection Program (Iowa)
- ☐ Peer Education: INSIGHT, CATCH and PASSAGES (New Jersey)
- ☐ Phoenix Prosecutors' **DUI** Training Program (Arizona)
- ☐ Policies and Programs for the **1990's** (Illinois)
- ☐ Presiding Judge-Municipal Courts **DWI** Project (New Jersey)
- ☐ Preventable Deaths: A **DWI** Public Awareness Program (New Mexico)
- ☐ Prosecuting the Drunk Driver (Michigan)
- ☐ Public Information and Education Committee (Kansas)
- ☐ Pulaski Highway Impaired Driving Project (Maryland)
- ☐ Responsible Alcohol Management Program (Pennsylvania)
- ☐ **Riverton** Impaired Driving Program (Wyoming)
- ☐ Roadside Safety Checks (Illinois)
- ☐ Sabers and Roses (New Jersey)
- ☐ Safe & Sober Projects With Communities (Minnesota)
- ☐ Safe And Vital Employees (Maryland)
- ☐ Safety Check (Alaska)
- ☐ San Jose Police Department Traffic Enforcement Program (California)
- ☐ Seasonal Alternative Non-Alcoholic Testing Adventure (SANTA) (Washington)
- ☐ South Decatur (Junior/Senior High School) Safety Group (Indiana)
- ☐ South Pasadena Police Department Roadside Sobriety Checkpoint Program (California)
- ☐ Sports Marketing Program (California)
- ☐ Statewide Roadside Sobriety Checkpoint Program for Local Law Enforcement Agencies (California)
- ☐ **STOP-DWI** - Clinton County/**Plattsburg AFB** (New York)
- ☐ Suspended Driver's License Enforcement Program (California)
- ☐ Talking to Your Kids About Alcohol (Washington)
- ☐ The Car (Nebraska)
- ☐ Traffic Accident Reduction Goals and Enforcement Techniques (Nevada)
- ☐ **UHP DUI** Squad Efficiency Enhanced by Digital Dictation Equipment (Utah)
- ☐ Underage Drinker Identification Training Program (North Dakota)
- ☐ University of California at Berkeley Traffic Safety Curriculum (California)
- ☐ University Presidents' Summit on Campus Alcohol Issues (Michigan)
- ☐ Victims Impact Panel (VIP) of Oklahoma (Oklahoma)

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Alcohol and Other Drugs (cont'd)

- ▣ Working With Sellers and Servers to Restrict Alcohol Access to Minors (Massachusetts)
- cl Youth Safety Program (North Carolina)
- ▣ Zero Tolerance Campaign (Iowa)
- ▣ Zero Tolerance Campaign (Indiana)

Emergency Medical Services

- **Bamberg** County (South Carolina)
- Bystander Trauma Care Program (Iowa)
- Camp **9-1-1** (Michigan)
- Comprehensive EMS/Highway Safety Program (New Jersey)
- Emergency Medical Services (EMS) Assessment/Reassessment (Colorado)
- Emergency Medical Services **Combitube** Study (Michigan)
- Emergency Medical Services for Children (Arizona)
- Emergency Medical Services for Children (New Mexico)
- Emergency Medical Services for Children Implementation Project (South Dakota)
- EMS Defibrillator Project (Illinois)
- EMS Distance Continuing Education Project (North Dakota)
- EMS Training Institute (Virgin Islands)
- Extrication Project (North Dakota)
- Indiana Highway Emergency Lifesaving Program (HELP) (Indiana)
- Lifesavers Care Training (Wyoming)
- Medical Director/EMS System Video Package (Minnesota)
- Morris County Infant and Child Emergency Identification Sticker Program (New Jersey)
- North Coast Emergency Medical Services Adopt-A-Call Box Program (California)
- Operation **R.I.D.E.** (New Jersey)
- **Piasa** Health Care Emergency Medical Services (Illinois)
- Quality Assurance Program for EMT-Basic (Minnesota)
- Rapid Response Program (Puerto Rico)
- Rural EMS Training (Nevada)
- Self-Sustaining Emergency Medical Service Pilot Training Program (New Jersey)
- Trauma Referral System (South Carolina)
- Vehicle Collision Rescue Delivery Project (California)
- Volunteer **1st** Responder Training and Equipment (Georgia)

Motorcycle Safety

- ▣ Cycle Rider Safety Training Program (Illinois)
- ▣ "Get in Gear" and "Ride Straight" Programs (Wisconsin)
- ▣ Indiana Motorcycle Operator Safety Education Program (Indiana)
- cl Motorcycle Helmet Law Evaluation (California)

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Motorcycle Safety (cont'd)

- cl Motorcycle Rider Education Program (Colorado)
- 🏠 Motorcycle Rider Education Program (Connecticut)
- ☐ Motorcycle Safety Program (Nebraska)
- 🏠 Motorcycle Safety Public Information Program (Oregon)
- 🏠 Neighbor Island Motorcycle Safety Instruction (Hawaii)
- cl North Carolina Motorcycle Safety Education Program (**NCMSEP**)
(North Carolina)
- 🏠 Share The Road (Kansas)
- 🏠 Skills Training Advantage for Riders (STAR) (Idaho)
- 🏠 TOP GUN Motorcycle Safety Rodeo (South Dakota)
- cl Wyoming Motorcycle Rider Training Program (Wyoming)

Occupant Protection

- ☐ **100%** Platinum Pacesetter Safety Belt Honor Roll (Maryland)
- ☐ **1991** Law Enforcement Safety Belt Challenge (Wisconsin)
- ☐ **1992** Black Community Safety Belt Challenge (Ohio)
- ☐ **1994** Child Passenger Safety Week Campaign (Pennsylvania)
- ☐ Air Bag Safety: Buckle Up Everyone! Children in Back! (Delaware)
- ☐ Babies and Air Bags Public Awareness (Missouri)
- ☐ Best of Operation Buckle Down (Illinois)
- ☐ Better Safe Than Sorry Program (Washington)
- ☐ Buckle Down Media Relations (Minnesota)
- **Buckle Up America!...One** Community at a Time Local Ordinance Option
(Illinois)
- Buckle Up Bowl (Missouri)
- ☐ Buckle Up **Donora** (Pennsylvania)
- ☐ Buckle Up Huntsville (Alabama)
- California Department of Health Services (**DHS**) Vehicle Occupant Safety Program
(**VOSP**)(California)
- ☐ California Pickup Truck Campaign (California)
- ☐ Car Seat Loaner and Safety Belt Education Program (Colorado)
- ☐ Chicago Museum of Science and Industry Auto Safety Exhibit (Illinois)
- ☐ Child Passenger Safety Violator Course (Texas)
- ☐ Child Restraint Infraction Deterrence Sites (**CIDS**) (Washington, DC)
- ☐ Child Safety Seat Inspection Clinics (Indiana)
- ☐ Child Safety Seat Program (Oregon)
- ☐ Child Safety Seat Roadblocks (Georgia)
- ☐ Clarke County Occupant Restraint Project (Mississippi)
- ☐ Click-It, Ticket-Safety Belt Education Awareness (South Carolina)

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Occupant Protection (cont'd)

- ☐ Colebrook Child Safety Seat Loaner/Inspection Program (New Hampshire)
- ☐ Corona Occupant Protection Program (California)
- ☐ Corporate Alcohol/Safety Belt Challenge (Wisconsin)
- **D.A.S.H.** Issues Program and **Buckle Up America!** (Texas)
- ☐ Denver Fire Department Buckle Up Kids Training (Colorado)
- ☐ Family Passenger Safety Program (Texas)
- ☐ Getting You There Safely Seat Belt Use Campaign (Nevada)
- ☐ Hands Across the Border (Georgia)
- ☐ Lifesaving In Any Language (California)
- **Living Witness Campaign** (Alabama)
- ☐ Louisiana Automobile Dealers Association Quarterly Occupant Protection Campaign (Louisiana)
- ☐ Maryland Automotive Child Safety Seat Check-Up Day (Maryland)
- ☐ Maryland Vehicle Dealers Safety Alliance Initiative (Maryland)
- ☐ Massachusetts Head Injury Association's Occupant Protection Program (Massachusetts)
- ☐ National Parks Service Summertime Seat Belt Awareness Campaign (Rocky Mountain Region)
- ☐ Navajo Nation Seat Belt/Community Traffic Safety Program (Navajo Nation)
- ☐ Nebraska Cares (Nebraska)
- ☐ New Orleans Traffic Court, Occupant Restraint and Motorcycle Helmet Compliance Program (Louisiana)
- ☐ Occupant Protection Enforcement (Georgia)
- ☐ Occupant Restraint/Child Passenger Program (Guam)
- ☐ Orange County Head Start Safety Program (Florida)
- ☐ Ozark Guidance Center Occupant Protection Program (Arkansas)
- ☐ Red, White and Blue Campaign (Louisiana)
- ☐ Regional Occupant Protection Program-Safety Belt Initiative (Massachusetts)
- ☐ Rural Community Occupant Protection and Motorcycle Incentive Project (Texas)
- ☐ SAFE KIDS Hospital Association Partnership (South Carolina)
- ☐ Safety Belt Blitz (Florida)
- **Safety Belts Save Lives... You Be The Judge!** (Illinois)
- ☐ Saving Lives Through Public Awareness (New Jersey)
- ☐ Seat Belts and Child Safety Seats-Working Together (Vermont)
- ☐ Section **153** Mini-Grants Program (Georgia)
- ☐ Smart, Safe and Sober (Virginia)
- ☐ St. **Lucie** County Youth Traffic Safety Program (Georgia)
- **Statewide Master Training and Helpline** for Child Passenger Safety Program (California)
- ☐ Street Smarts (Pennsylvania)
- ☐ Success By 6 (Kansas)

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Occupant Protection (cont'd)

- cl Taxi/Child Safety Seat Law Program: "We Care About Your Child"
(New Jersey)
- Ted **Nugent** and the "Don't Be Roadkill" Campaign (Michigan)
- cl The Michigan **650** (Michigan)
- Third Grade Safety Belt Program (Ohio)
- Transporting Preschoolers and Children With Special Needs (Indiana)
- cl Travel-Related Injury Prevention (TRIP) Program (Nebraska)
- cl Vermont KISS Program (Kids in Safety Seats) (Vermont)
- Walk In Our Shoes (Illinois)
- cl Workplace Safety Belt Use Program (Oklahoma)
- cl You Can **Re-Lion** Your Seat Belt Child Passenger Safety Week Promotion
(Region III States)

Pedestrian/Bicycle Safety

- A Commitment to Traffic Safety Education (California)
- Adult Crossing Guard Workshop (Pennsylvania)
- Annual Pedestrian Safety Conference (Washington)
- Basics of Bicycling Pilot Program (Wisconsin)
- Bicycle Helmet Blitz Program (Pennsylvania)
- Bicycle Helmet Coupon Hotline (Washington)
- Bicycle Helmet Demonstration (New Hampshire)
- Bicycle Patrol (North Dakota)
- Bicycle Safety Education Program (California)
- Bicycle Safety Education Program (Connecticut)
- Bicycle Safety Mini-Contract Program for Local Law Enforcement Programs
(North Carolina)
- Bicycle Safety Program (North Carolina)
- Comprehensive Traffic Safety Program for All Age Groups (California)
- Cool Cat Bicycle Helmet Program (Michigan)
- CYCLE **SMART** (Kansas)
- **Fulton** County Pedestrian Safety Project (Georgia)
- Heads Up For Safety (Connecticut)
- Nevada Elementary Traffic Safety Education (**NETSE**) (Nevada)
- Orange County Bicycle Safety Project (California)
- Program for the Deaf Community (New Jersey)
- Riley Riders Bike Safety Smart Program (Indiana)
- Safe Kids on the Move (Minnesota)
- Safe Roads/Safe Families (California)
- Safety City (New York)

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Pedestrian/Bicycle Safety (cont'd)

- Sandy City School District Pedestrian/Bicycle Safety (Utah)
- Santa **Cruz** County Bicycle/Pedestrian Program (California)
- cl Saved By the Helmet Club (Washington)
- Sidewalk Rangers (Pennsylvania)
- Traffic Enforcement and Education Programs (California)
- Trenton Pedestrian Safety Program Three E's to Increase Safety (New Jersey)

Police Traffic Services

- Accident Reconstruction Training (Oklahoma)
- Aggressive Driver/Aggressive Enforcement Campaign (New Jersey)
- a **Benton** Police Highway Safety Program (Kentucky)
- **Gary** Alcohol STEP (North Carolina)
- Changing Speed Limit Awareness (California)
- El Checkpoints and Education Traffic Safety Program (California)
- City of Chico Police Department (California)
- a Community Policing Partnership (Colorado)
- Coordinated Corridor Enforcement Initiative (Iowa)
- **DWI** Blanket Patrols - Albany County (New York)
- cl Franklin County **DUI** Task Force (Ohio)
- **Greer** Police Department Enforcement Blitz (South Carolina)
- **Guaynabo** Municipal Police Traffic Records (Puerto Rico)
- **Harrodsburg** Police Highway Safety Program (Kentucky)
- Hastings Police Department Speed Monitoring Awareness Project (Nebraska)
- Las Vegas Seat Belt and Speed Project (Nevada)
- cl Laser Speed Detection Pilot Program (Wisconsin)
- Laser Speed Measuring Devices (Florida)
- Law Enforcement Activities (Missouri)
- Law Enforcement Assistance Fund (Colorado)
- Law Enforcement Officer Training (Indiana)
- cl Lee County Sheriff's **Office/Keokuk** Police Department Cooperative Alcohol Enforcement Effort (Iowa)
- Los Angeles Police Department Hispanic Outreach/El Protector **Azul** (California)
- cl **M-59** Corridor Safety Project (Michigan)
- cl Marion County Traffic Safety Partnership Summer Enforcement Project (Indiana)
- Minnesota **DWI** and Traffic Safety Law Teleconference (Minnesota)
- Nevada Highway Patrol Los Protectores Program (Nevada)
- Operation Aggressive Driver (Maryland)
- Operation Curb Crime (Virgin Islands)
- Operation Partnership (Missouri)
- Operation Safe Passage (Illinois)
- Operation **SAFE** Speed (Arkansas)

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Police Traffic Services (cont'd)







- ☐ Operation STETSON (State Troopers Enforcing Traffic Safety to Overcome Non-Compliance) (New York)
- ☐ Oxnard **DUI** and Seat Belt Enforcement (California)
- ☐ Police Mountain Bike Unit (New Hampshire)
- ☐ Police Traffic Services Assessment (New Mexico)
- ☐ Police Traffic Services Assessment (Texas)
- ☐ Project C . **E. A. S . E.** (Coordinated Education, Alcohol and Speed Enforcement) (Michigan)
- ☐ Pyramid Lake Speed Project (Nevada)
- ☒ San Gabriel Traffic Safety Plan (California)
- ☐ School Zone Safety Improvement Project (Washington)
- ☐ Selective Traffic Enforcement - Mobile Police Department (Alabama)
- ☐ Smooth Operator Program (Virginia)
- ☐ Sobriety Checkpoint Program (Kansas)
- ☐ Specialized Traffic Enforcement Project (STEP) **Ingham** County Sheriff's Department (Michigan)
- ☐ Strict Traffic Regulation Enforcement for Safe Streets (STRESS) (Kansas)
- ☐ **Swinomish** Tribe Police Traffic Services Project (Indian Nations)
- ☐ Three Flags International Project (Washington, Oregon, British Columbia)
- ☐ Traffic Safety Recognition Program (Nevada)
- ☐ **Tulare** Traffic Safety Team (California)
- ☐ Tuscaloosa's Intersection Enforcement Project (Alabama)
- ☐ Whitfield County Speed Enforcement Program (Georgia)

Traffic Records

















- ☒ Accident Records System Advisory Committee (New Jersey)
- ☒ Automated Citation Writing Devices (California)
- ☒ Combining Injury Control and Traffic Safety Initiatives (New York)
- ☒ Computerized Accident Records and Analysis System (California)
- ☐ Court Abstract Transmission System (Indiana)
- ☒ **GIS** Accident Maps (Pennsylvania)
- ☒ Helena Police Department In-Car Computer Pilot Program (Montana)
- ☒ Iowa Trauma System Registry (Iowa)
- ☐ Mobile Accident Reporting System (MARS) (Iowa)
- ☐ New York CODES Project (New York)
- ☒ **Pre-Hospital** Database Project (Oregon)
- ☒ Scannable Crash Report (Michigan)
- ☒ **Technocar 2000** (Texas)
- ☐ Total Crash Scene Mapping Stations (Minnesota)

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Traffic Records (cont'd)

-  Traffic Records Blue Ribbon Competition (Maryland)
-  Traffic Records System Strategic Plan (Maryland)
-  Traffic Services (**TRASER**) (Texas)
-  Trauma System Registry (Iowa)
-  Utah CODES Project (Utah)
-  Vermont Traffic Records Strategic Planning Project (Vermont)

Community/Corridor Traffic Safety Programs







-  Community Traffic Injury Prevention Program (New York)
-  Community Traffic Safety Program (Kentucky)
-  Community Traffic Safety Programs for Native Americans (North Dakota/South Dakota)
-  Cornhusker Highway Community/Corridor Traffic Safety Project (Nebraska)
-  Corridor Safety Program (Washington)
-  ~~Deschutes~~ County Corridor Safety Improvement Project (Oregon)
-  Florida Community Traffic Safety Program (Florida)
-  Josephine County Traffic Safety Project (Oregon)
-  Keep Boston Moving Safely (Massachusetts)
-  Miller County Community Traffic Safety Project (Arkansas)
-  Southern **Ute** Highway Safety Program (Colorado)
-  Springfield Comprehensive Traffic Safety Program (Illinois)
-  Traffic Injury Prevention Program (North Carolina)
-  Traffic Safety Cities Conference (Nevada)
-  Traffic Safety **O.N.E.** (Vermont)
-  Triple Jeopardy (Tennessee)

Safe Communities































-  A Model "Safe Community" - Contra Costa County, California (California)
-  Building a Safe Community (Alaska)
-  Cape **Girardeau** Safe Community Program (Missouri)
-  Chicago Traffic Safety Task Force and Projects (Illinois)
-  Community/Corridor Traffic Safety Project (North Dakota)
-  Community Traffic Injury Prevention Program (North Carolina)
-  Corridor Safety Project (Washington)
-  Drive Smart (Tennessee)
-  Greater Dallas Injury Prevention Center (Texas)
-  Harlem Hospital Safe Community (New York)
-  Hispanic Safe Communities Coalition (Illinois)
-  **Hopkinsville/Christian** County Community Traffic Safety Program (**Kentucky**)
-  **Loyola** University Burn & Shock Trauma Institute Prevention Center (Illinois)

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Safe Communities (cont 'd)

-  Magic Valley SAFE KIDS Coalition (Idaho)
-  Metropolitan Columbia Traffic Safety Program (South Carolina)
-  Neighborhood Traffic Management Program (California)
-  Safe **Jonesboro** Coalition (Arkansas)
-  Wyandotte Tribal Safety and Safe Community Program
-  Yellowstone County Traffic Safety Gophers (Montana)

Joint ~~FHWA~~/~~NHTSA~~ Initiatives

-  Accident Location Analysis System (Iowa)
-  Albuquerque Safe Streets (New Mexico)
-  Automated Enforcement Program (Maryland)
-  Coalition Building (Montana)
-  Continuous Quality Improvement (**CQI**) Technical Assistance (**NHTSA** Region 8)
-  Corridor/Community Traffic Safety Program (Colorado)
-  Corridor Safety Improvement (Oregon)
-  CRASH Regional Program (Kentucky)
-  Crash Report Form Enhancement (North Dakota)
-  Emergency Cellular Phone System (Pennsylvania)
-  Heavy Truck Safety Initiative (Wyoming)
-  Incident Management (Utah)
-  New York City Pedestrian Safety Program (New York)
-  Northern Panhandle Regional Highway Safety Program (West Virginia)
-  Older Driver/Pedestrian Conference (Arizona)
-  Operation Western 9 (Western U.S.)
-  Pacific Coast Highway Safety Corridor Task Force (California)
-  Safety Integration into Metropolitan Planning Organization Activities (Michigan)
-  Safety Management System Committee (Louisiana)
-  Safety Management System Development (South Dakota)
-  Smooth Operator (California)
-  Speed Limit Monitoring (Oklahoma)
-  Traffic Safety Impact Team (Puerto Rico)
-  Traffic Safety on the U.S.-Mexico Border (New Mexico/Texas)
-  "TRUCK SMART" Public Information and Education Campaign (Pennsylvania)
-  Truck Speed and Work Zone Enforcement (Arkansas)
-  Vermont Truck STEP (Vermont)
-  Washington State Corridor Traffic Safety Program (Washington)
-  Work Zone Safety Public Service Announcement (Nevada)
-  Work Zone Traffic Control Sign Package (Maine)

CONTENTS (cont ' d)

Injury Prevention

- ☐ Childhood Opportunity Zones (**COZ**) (Rhode Island)
- ☐ Children's Traffic Safety Program (Tennessee)
- ☐ Combining Injury Control and Traffic Safety Initiatives (New York)
- ☐ Community Traffic Safety Grants Program (Rhode Island)
- ☐ Drive Smart@ Colorado (Colorado)
- ☐ EMS Training Project (Nebraska)
- ☐ Head Injury Prevention Program - Phase II (Kansas)
- ☐ Injury Control Local Health Units (New York)
- ☐ Injury Prevention Collaboration (Colorado)
- ☐ Legacy Emmanuel Hospital Trauma Nurses Talk Tough (Oregon)
- ☐ Lincoln-Lancaster County Health Department Traffic Safety Program (Nebraska)
- ☐ Marathon County Public Health Department Child Passenger Safety Program (Wisconsin)
- ☐ Morristown Memorial Hospital Injury Prevention Community Education Program (New Jersey)
- ☐ Neighborhood Traffic Control Plan: Education Component (California)
- ☐ New York Safe Kids Coalition (New York)
- ☐ North Dakota Nurses' Seat Belt Project (North Dakota)
- ☐ Peer to Peer Physician Training (Pennsylvania)
- ☐ Rural EMS Conference (Michigan)
- ☐ Save A Life Like Yours (SALLY) (Nevada)
- ☐ Southeast Region Injury Control Network (Southeastern States)
- ☐ Spectrum of Prevention-A New Approach to Highway Safety Planning (Nevada)
- ☐ THINK FIRST of New York (New York)

Youth Programs

- ☐ ~~886~~ Under 21 Project (Pennsylvania)
- ☐ "A TIP From EMS" (Wisconsin)
- ☐ "Arrive Alive" Alcohol Saturation Project (Missouri)
- ☐ Arrive Alive Safe and Sober (Nebraska)
- ☐ Brookfield High School **DECA** Chapter (Missouri)
- ☐ Burgers, Fries and Jail (Michigan)
- ☐ Community Occupant Protection Program (Indiana)
- ☐ Cops in Shops (Utah)
- ☐ Cross-Age **Mentoring** Program (Tennessee)
- ☐ Dade County High School Alcohol and Buckle Up Prevention Program (Florida)
- ☐ Elementary Education Initiative (Maine)
- ☐ Elementary Traffic Safety Leadership Training (Kansas)
- ☐ "Get A Grip" - Youth Alcohol/Statewide Traffic Safety Training Program (Iowa)

CONTENTS (cont'd)

Youth Programs (cont'd)

- ☐ Give a Policeman a PAT (Police Appreciation Time) (Mississippi)
- ☐ Huntsville City Schools (Alabama)
- ☐ Injury Prevention Program (Illinois)
- ☐ It's Your Choice (Montana)
- ☐ Little Red Driving Hood Project (Illinois)
- ☐ Missouri HEADS UP (Missouri)
- ☐ Northern Kentucky Rural Office of Traffic Safety (Kentucky)
- ☐ Operation "Buckle Up Night" (Pennsylvania)
- Project CRASH (Michigan)
- ☐ Project Extra Mile (Nebraska)
- ☐ Safe Driving Competition for Youth - York County (Pennsylvania)
- ☐ Safety City (New York)
- ☐ Stanford Community Responsible Hospitality Project (California)
- ☐ Stanislaus County: The Young and the Reckless (California)
- ☐ Stop Underage Drinkers (SUDS) (New Jersey)
- ☐ Stratford Community Traffic Safety Program (Connecticut)
- ☐ Strides For Safety (North Dakota)
- ☐ Teen Court (Illinois)
- ☐ Teen Court of Lincoln County (Oregon)
- Teen Driver Program (California)
- Teens of Northeast (TONE) (Arkansas)
- ☐ Teens of Northeast Youth Intervention Program (Arkansas)
- ☐ Travis County Underage Drinking Prevention Program (Texas)
- Tulsa CRASH Court (Oklahoma)
- ☐ University of Southern Mississippi Youth in the Workplace Initiative (Mississippi)
- ☐ West Valley Community Traffic Safety Pedestrian Program (Utah)
- ☐ YMCA Resource Center "Pathways" (Delaware)
- ☐ "You Can't Win" Zero Tolerance Campaign (Iowa)
- ☐ Young Adult **Pre-DUI** Visitation Program
- ☐ Young Driver Deterrence Project (Hawaii)
- ☐ Youth Appreciate Law Enforcement (YALE) (Virginia)
- ☐ Youth in the Workplace (Minnesota)
- ☐ Youth Traffic Safety Teacher (Hawaii)
- ☐ Youthful Drunk Driving Program (Oklahoma)
- ☐ Youthful **DUI** Offender Project (Missouri)

Other Traffic Safety Areas

- ☐ "Drive Smart" Nights at Central Pennsylvania Speedways (Pennsylvania)
- ☐ **DWI** Ad Hoc Reporting System (New Jersey)

CONTENTS (cont'd)

Other **Traffic Safety Areas (cont'd)**

- ☐ Non-Commercial Sustaining Announcements (**NCSA**) (New Jersey)
- ☒ Ohio Partnership for Traffic Safety (Ohio)
- ☐ Preschool Teachers Safety Workshop (Pennsylvania)
- ☒ Preschool Transportation Program: "Safe and Secure" (Indiana)
- ☐ Regional Driver Education Instructor's Workshop (Pennsylvania)
- ☐ Senior Driver Program: "Getting There Safely" (Washington)
- ☒ Speed Limit Brochure (Minnesota)
- ☒ **Tri-State** Traffic Safety Partners (New York, New Jersey, Connecticut)
- ☐ University of Texas at Austin College Traffic Safety Program (Texas)

Public Information and Education

- ☒ **1993** Safe Holiday Season Program (Washington, DC)
- ☐ Child Passenger Safety Promotion (Texas)
- ☒ Driver Fatigue and Its Impact on Driving (New York)
- ☐ La **Loteria del Manejo Seguro** (Motor Vehicle Driver Safety) (California)
- ☒ Red Light Running Campaign Evaluation (Nebraska)
- ☐ Regional Traffic Safety Workshops (Missouri)

School Bus Safety

- ☒ Safety Rating System for School Bus Loading and Unloading Zones (South Carolina)
- ☐ School Bus Partnership (Colorado)
- ☒ Sidney's Safety Bus (Mississippi)
- ☐ Transporting Students With Special Needs (Iowa)

- ☒ = Summer **1998** Edition
- ☐ = Previous Editions

Harrodsburg Police Highway Safety Program

KENTUCKY

PROJECT CHARACTERISTICS	PROGRAM AREA(S)
Easy to replicate Innovative or non-traditional approach	Police Traffic Services
TYPE OF JURISDICTION	
City	
TARGETED POPULATION(S)	JURISDICTION SIZE
General Population	10,000

PROBLEM IDENTIFICATION

A review of traffic crash data for Harrodsburg, Kentucky, revealed a steady increase in crashes for the years 1992 to 1996. This increase in crashes occurred along several major highways within the city, and coincided with the recent location of several large corporations along these traffic routes.

GOALS AND OBJECTIVES

The goal of the Harrodsburg Police Highway Safety Program was the reduction of traffic crashes in Harrodsburg by 5 percent from September 1996 to September 1997. The objectives of the program were to:

- Increase enforcement activities
- Increase safety belt use

STRATEGIES AND ACTIVITIES

The Harrodsburg Police Department developed a framework of strategies and activities designed to successfully meet the goals and objectives of the program. Enforcement activities included:

- Using saturation patrols in the areas identified as high crash locations
- Deploying additional marked police units during high traffic periods, on holidays and on the weekends
- Conducting safety belt and sobriety check points throughout the year of program implementation

Harrodsburg Police Highway Safety Program (cont 'd)

Police staff developed an additional approach to meeting the program's goals through ~~Safety Quest~~—a prevention tool for young drivers featuring ~~monthly~~ competitions among the students of the three area high schools. Each month teams from these high schools competed for prizes by answering questions related to highway safety taken ~~from~~ the **Kentucky Drivers Manual**. The format of the competition was similar to the television game show **Jeopardy**, with the top scoring teams participating in a final tournament at the end of the school year for an engraved plaque. Each month the competition was taped and presented on the local cable channel, promoting community interest in traffic safety and prompting area businesses to donate time and prizes for the competitions.

RESULTS

During the implementation year of the Highway Safety Program, (September of **1996** to September of **1997**), the **Harrodsburg** police department reported a 4 percent decrease in the number of traffic crashes, and a **14** percent reduction in injury-related crashes. Survey results indicated an increase in safety belt use from **49** percent prior to Child Passenger Safety Awareness Week, to **52** percent after the event.

FUNDING

Section 402: \$13,200

CONTACT

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Harrodsburg Police Department
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Harrodsburg, KY 40330
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Drive Smart

TENNESSEE

PROJECT CHARACTERISTICS	PROGRAM AREA(S)
Outstanding collaborative effort	Safe Communities
Targets hard-to-reach/at risk population	Youth Programs
TYPE OF JURISDICTION	
Multi-jurisdictional	
TARGETED POPULATION(S)	JURISDICTION SIZE
Youth	42,000

PROBLEM IDENTIFICATION

National statistics indicate that traffic crashes are the number one cause of death for youth, with teenagers representing a crash rate four times higher than for adults. Information from local, state and national sources reflect that the primary cause of these crashes is the lack of skilled drivers. In the Greater Kingsport Area of Tennessee, local crash data revealed similarities to national data: youth, ages **15** to **19** years old represented 7 to 8 percent of all drivers, but were involved in **17** percent of all traffic crashes.

GOALS AND OBJECTIVES

The goal of the Drive Smart project was the reduction of preventable injuries, fatalities, and costs resulting from motor vehicle crashes among the youth of the Greater Kingsport Area. Objectives for reaching this goal included:

- Restructuring driver training as taught in the local school system
- Increasing public awareness of the youth crash problem
- Developing a community resource for traffic safety information and materials

STRATEGIES AND ACTIVITIES

In **1989**, the Greater Kingsport Area in northeast Tennessee established the Kingsport Tomorrow organization, a grass-roots, nonprofit whose mission was to advance and coordinate the Vision **2017** goals set by the community-a plan designed to revitalize the social and economic fabric of the area. Inspired by the **27** goals of the Vision **2017** plan, Kingsport Tomorrow established a Safe Communities Program in **1997** and developed the Drive Smart project-a youth driver safety program-as its fundamental component. A Safe Communities Coalition was selected that included local representatives of industry, education, law enforcement, youth, parent groups, and the community at large; and was

Drive Smart (cont'd)

charged with developing a program that would help meet the transportation safety needs of the community by successfully reducing the number of injuries, fatalities and costs associated with crashes involving youth drivers. The Safe Communities Coalition developed and implemented a collection of strategies and activities designed to meet the goals and objectives of the Drive Smart project. Partnerships were arranged with the Tennessee Governor's Highway Safety Office, the **Wellmont** Health Care System, and the Bristol Motor Speedway, to fund the purchase of state-of-the-art educational simulation equipment to be used in a demonstration for one year at an area high school. Another strategy involved developing a "best practices" driver training curriculum, borrowing from successful curricula designed for other school driving programs. In order to increase community awareness of the problem, citizen involvement was solicited and parents were recruited as partners with the students enrolled in the demonstration project. In addition, the groundwork was laid to create a community traffic safety center to serve as a clearinghouse of information and materials on traffic safety.

Throughout the stages of program development, the Coalition structured the Drive Smart project around the Continuous Quality Improvement (**CQI**) process, incorporating an evaluation methodology into all phases of planning and implementation. Using the **CQI** process will assure **that** the community will have a means of refining the program and measuring successes.

RESULTS

The Drive Smart project was tested during a partial school year in one high school; however, even this limited demonstration has resulted in a 3 percent decline in motor vehicle crashes involving youth drivers during the demonstration period. The community will continue the Drive Smart program in the demonstration school for the ~~1998~~**1999** school year, expanding the program to include other schools in the local area.

FUNDING

Section 402 :	\$100,000
Local:	\$50,000

CONTACT

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Safe Communities Program
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Teen Driver Program

CALIFORNIA

PROJECT CHARACTERISTICS	PROGRAM AREA(S)
Innovative or non-traditional approach	Youth Programs
Targets hard-to-reach/at risk population	
High media visibility	
TYPE OF JURISDICTION	
Multi-jurisdictional	
TARGETED POPULATION(S)	JURISDICTION SIZE
Youth	6,100,000

PROBLEM IDENTIFICATION

In California, motor vehicle crashes involving teen-aged drivers has been a serious traffic safety problem. Youth in the **16-19** year-old age group represent approximately 4 percent of the state's licensed drivers, but comprise **10.2** percent of all drivers involved in collisions resulting in fatalities and injuries. Data from California Highway Patrol collision summaries for **1996** revealed that combined driver and passenger fatalities rose **78** percent from the previous year for the **15-19** year-old age group. When alcohol was isolated as a contributing factor, the combined driver and passenger fatality rate increased by **21** percent in this same age group, during **1996**. Review of local programs indicated that few schools and police departments had addressed the problem of teen drivers, resulting in a driving population whose traffic safety needs were not being met.

GOALS AND OBJECTIVES

The goal of the Teen Driver Program was the reduction of fatalities and injuries related to crashes involving youth vehicle operators in the San Francisco Bay area of California. In meeting this goal, several objectives were established:

- . To develop an innovative, non-traditional traffic safety prevention program aimed at youth
- To engage non-traditional and traditional community partners to meet the program goal
- To use established media events as a springboard for promoting the program

STRATEGIES AND ACTIVITIES

In **1997**, the Albany, California Police Department, concerned about the lack of traffic safety programs appropriate for teen-aged drivers, developed and implemented the Teen

Teen Driver Program (cont'd)

Driver Project in the 9 San Francisco Bay Area Counties, targeting **250** middle schools, **155** high schools, and 3 East Bay juvenile halls. The primary strategy of the Teen Driver Program was to engage youth as stakeholders in developing and implementing the prevention program. A songwriting contest was promoted in the area schools and juvenile halls, encouraging youth to create traffic safety messages using a comfortable format for youth-music. Entries in the contest were judged by representatives from **MTV** Network, the Office of the California Attorney General, the California Superior Court in San Francisco, and the Spirit Wind Studio. Winners were featured in the media, and their winning entries produced on cassette and compact disc for distribution to law enforcement agencies, schools and the public. Teens were recruited as traffic safety spokespersons to publicize traffic safety education in local schools and throughout the community, along with the official program spokespersons, **Elvis and The Lawman**.

Other strategies included the development of a “how to” blueprint for grades kindergarten through **12th**, distributed through school districts, law enforcement agencies, health departments and local schools. The blueprints included music sheets and instructions for presentations at the different age levels. Locally, community police departments used national and state safety campaigns to promote teen-age driver safety, and to meet additional local traffic safety promotion needs, such as bike safety. During promotion of the Teen Driver Program, local police conducted bike rodeos, featuring stunt riders; distributed free bike helmets; and conducted kindergarten through grade 6 traffic safety tip contests.

RESULTS

The Teen Driver Program has won many awards for outstanding achievement, including:

- Buckle-Up America Award
- International Association of Chiefs of Police **J. Stannard** Baker Award
- California State Juvenile Office Association Distinguished Program Award
- California Youth Authority Distinguished Program Award
- National Commission Against Drunk Driving Commendation
- Recording Industry Association of America Honorary Gold Record
- California Crime Prevention Program of the Year Award
- California Safety Center Community Innovation Award

FUNDING

Section 402:	\$67,375
Local:	\$113,815

CONTACT

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Albany, CA 94706
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Statewide Master Training and Helpline for Child Passenger Safety Program

CALIFORNIA

PROJECT CHARACTERISTICS	PROGRAM AREA(S)
Innovative or non-traditional approach	Occupant Protection
TYPE OF JURISDICTION	
State	
TARGETED POPULATION(S)	JURISDICTION SIZE
General Population	32,900,000

PROBLEM IDENTIFICATION

In California, in **1995**, **85** percent of children under the age of four who died in motor vehicle crashes died in survivable circumstances due to improper use of occupant restraints. Further, **92** percent of child restraint law violators surveyed had safety seats available but were inconsistent users, Results of safety seat checkpoints revealed misuse by **95** percent of those using child restraints.

GOALS AND OBJECTIVES

The goal of the Child Passenger Safety Program, developed in **1995**, was the reduction of injuries and fatalities among children involved as passengers in motor vehicle crashes.

Objectives of the program included:

- Raising public awareness of the problem
- Establishing a technically-accurate, easily-accessed source of child passenger safety information
- . Developing and implementing a public education program

STRATEGIES AND ACTIVITIES

One of the primary strategies employed by **SafetyBeltSafe** USA-the organization enlisted to develop a Child Passenger Safety Program-was development of a statewide cadre of Child Passenger Safety Specialists who are trained and certified in the delivery of technical information on child passenger safety. These Child Passenger Safety Specialists are trained to provide outreach to the residents of the **58** counties in California and establish networks among local law enforcement agencies, judges, and the communities. Networking activities include the delivery of one-day Educator Workshops for training advocates and professionals in the fields of law enforcement, health care and education.

Statewide Master Training and Helpline for Child Passenger Safety Program (cont ' d)

The Specialists also coordinate with the local courts to encourage and support strict enforcement of occupant protection laws.

To increase access to traffic safety and child passenger safety information, the Safe Ride Helpline was created, a toll-free helpline that provided English and Spanish speaking information specialists trained to disseminate child passenger safety information to the general public, professionals, students, and community organizations. The Safe Ride Helpline was used as an outreach vehicle to interact with the media on the subject of child passenger safety, and provide a roster of experts for community services such as exhibitions and workshops. The ~~SafetyBeltSafe~~ News, a bimonthly newsletter disseminated to callers of the Helpline, was produced as a resource for the public and supplemented by other materials, many of which were translated into languages other than English.

RESULTS

Since its initiation in **1995**, the Child Passenger Safety Program has received recognition from the Society for Consumer Affairs Professionals in Business through endowment of the Company Achievement Award in **1996**; from Nationwide Insurance in **1997** as national winner of the On Your Side Award; and from Mitsubishi Motors of America in **1997** with the Diamond Mike award.

In addition, fifty-three Specialists have been certified to deliver technical assistance in child passenger safety; **83,810** Californians have been reached through community activities; **41** Educator Workshops were held serving **1,552** participants; **42,798** calls were received through the toll-free Helpline; **72,015** information packets were mailed; speakers were sent to **555** events; and two training conferences were held for California judges.

Observational checkpoints conducted in **1997** showed **69** percent of children ages **1-3** were buckled correctly; **75** percent of infants under 1-year-old were correctly restrained; and **54** percent of children ages **4-14** were restrained properly. These statistics are clearly an improvement from **1995** data which indicated misuse by **95** percent of those surveyed.

FUNDING

Section 402: \$326,402

CONTACT

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**California Department of Health Services (DHS)
Vehicle Occupant Safety Program (VOSP)**

CALIFORNIA

PROJECT CHARACTERISTICS	PROGRAM AREA(S)
Outstanding collaborative effort	Occupant Protection
Targets hard-to-reach/at risk population	Youth Programs
TYPE OF JURISDICTION	
State	
TARGETED POPULATION(S)	JURISDICTION SIZE
Children	31,000,000

PROBLEM IDENTIFICATION

Motor vehicle-related injuries and fatalities are preventable, yet, motor vehicle crashes remain a leading cause of disability and death for children **in** California. According to the California Highway Patrol (**CHP**) report, **Fatal Victims Under Four Years** of Age, motor vehicle crashes killed **56** children under **4-years-old**, in **1994**. In addition, **4,127** children under the age of 4 suffered injuries related to traffic crashes. Although children under the age of 4 or under **40** pounds were required to ride in child safety seats, the California Office of Traffic Safety (**OTS**) conducted statewide observational studies in **1994** revealing that only **73.7** percent of children observed were restrained, and that **50** to **80** percent of those using child safety seats were using them incorrectly. According to the **CHP**, more than **75** percent of the children under 4 years-old who died in crashes would have survived if they had been properly restrained.

GOALS AND OBJECTIVES

The goal of the Vehicle Occupant Safety Program (**VOSP**) was to decrease the fatality and injury rate for children involved in motor vehicle crashes. The primary objective for meeting this goal was to increase proper use of child safety seats.

STRATEGIES AND ACTIVITIES

In **1995**, the California Department of Health Services, in collaboration with a number of state, federal, and local agencies and private organizations involved in child safety issues, developed a strategy for addressing the goal of the **VOSP**. This strategy was comprised of a number of activities designed to further the aims of the program:

- **VOSP** undertook a comprehensive assessment of the level of interest and support for child passenger safety program through a survey of the **61** local health departments in the state, hospitals, child care agencies, law enforcement agencies and personnel and the courts

California Department of Health Services (DHS) Vehicle Occupant Safety Program (VOSP) (cont'd)

- Within each of the local health departments, a child passenger safety coordinator was hired to facilitate and organize child passenger safety programs and related efforts
- **VOSP** provided technical assistance and training to all local health departments assisting the new coordinators in establishing child passenger safety programs. Currently, **46** local health departments have established programs, an increase from **25** such programs in **1995**. Forty of these health departments have established or strengthened relations with the courts
- New linkages were formed among public health, traffic safety, and child care agencies, and old relationships were renewed, resulting in **43** of California's **58** counties establishing a position for a Child Passenger Safety Specialist
- **VOSP**, in partnership with Easter Seal Society of Superior California, **OTS**, Buckle Up Baby, and local area hospitals, developed a Kids Are Riding Safe/Special Kids Are Riding Safe program to meet the safety needs of children with special needs
- **VOSP** developed and maintains a statewide list of locally-operated child safety seat programs for use by traffic courts, health care facilities, and community agencies, so that referrals can be provided to local car seat loaner or low-cost purchase programs
- As broker of resources and liaison with national, state, and local agencies, **VOSP** developed a new system to refer calls received by local **CHPs** to local health department coordinators
- **VOSP** has developed a number of useful products, including: ***Who's Got Car Seats?***, a directory of low cost purchase/loaner child safety seat programs throughout the state; ***How to Create Child Passenger Safety Policies and Protocols***-guidelines for health care facilities; and ***Safety on the Move***, a training manual for child care providers

RESULTS

Child safety seat use increased from **73.3** percent in **1995** to **89.6** percent in **1998**; and fatalities and injuries decreased by **38** percent for children under 4 years old, during this period.

FUNDING


Section 402:	\$875,817
In-kind:	\$192,000

CONTACT

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Red Light Running Campaign Evaluation

NEBRASKA

PROJECT CHARACTERISTICS Strong evaluation component 'Easy-to-replicate	PROGRAM AREA(S) Public Information and Education Police Traffic Services
TYPE OF JURISDICTION 	
TARGETED POPULATION(S) General Population	JURISDICTION SIZE 208,589

PROBLEM IDENTIFICATION

The City of Lincoln Public Works Department has recorded a steadily-increasing number of crashes in the Lincoln, Nebraska area since **1993**. Correspondingly, the number of crashes directly related to traffic signal violations has increased from **389** in **1992** to **493** in **1994**. It is estimated that the cost of crashes related to traffic signal violations in Lincoln during **1994** was \$5.1 million.

GOALS AND OBJECTIVES

The goal of the Red Light Running Campaign was the reduction of fatalities, injuries and costs associated with motor vehicle-related crashes. The primary objective of the program was to reduce red light violations.

STRATEGIES AND ACTIVITIES

In **1997**, the City of Lincoln Public Works Department developed a three-phased approach to reducing red light violations: **1)** develop and conduct a high-profile public information and education program, **2)** increase enforcement activities in the Lincoln area, and **3)** develop a systematic evaluation of the effectiveness of the campaign.

The public information and education program and enforcement phases of the campaign were developed and implemented during **1995** and **1996**. The evaluation phase was conducted in **1997**.

Six signalized intersections were chosen for red light observational studies. These high risk intersections were selected because of the high crash statistics associated with running red lights at the intersections. To evaluate the effectiveness of the public information and education program and enforcement activities at the designated intersections, this systematic process was followed:

- A **pre-campaign** survey was conducted to assess the public's awareness of the hazards

Red Light Running Campaign Evaluation (cont'd)

of running red lights. The results of the survey were used to identify factors to emphasize and target during the campaign. This **pre-campaign** survey was also used to establish a baseline against which post-campaign results were compared

- A signal system evaluation assured the Public Works Department that signals at the subject intersections were in proper working conditions and that violations were not the result of faulty or mistimed signals
- Observational field studies were held at the subject intersections prior to enforcement activities, using observers aided by video equipment
- Enforcement was performed at three of the intersections, while the other three intersections served as control sites with no enforcement activities performed
- Post-campaign surveys and red light observational studies, similar to those performed prior to the campaign, were conducted in order to compare results with the **pre-campaign** studies

In addition to the evaluation of the six intersections, attitudinal surveys were conducted with **1,185** drivers, collecting data one month prior to and one month following the public information and education phase of the campaign.

RESULTS

Assessment of the results of the study indicated that the public information and education effort affected the behavior of drivers who approached an intersection after the onset of a yellow light. However, results showed no improvement in behavior following the enforcement phase of the campaign. Data have indicated that right angle crashes resulting from red light running can be significantly reduced, at least in the short term, by a strong public information and educational program.

FUNDING

Section 402:	\$15,060
Local:	\$ 3,248

CONTACT

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Lincoln, NE **68508**
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Aggressive Driver/Aggressive Enforcement Campaign NEW JERSEY

PROJECT CHARACTERISTICS

Innovative or non-traditional approach
Targets hard-to-reach/at risk population
High media visibility

PROGRAM AREA(S)

Police Traffic Services

TYPE OF JURISDICTION

State

TARGETED POPULATION(S)

General Population

JURISDICTION SIZE

8,052,849

PROBLEM IDENTIFICATION

In **1996**, there were **809** crash fatalities on New Jersey roadways. This statistic marked the highest number of motor vehicle-related fatalities since **1990**, when **888** deaths were reported. One of the leading problems associated with the increase in motor **vehicle**-related fatalities on New Jersey roadways was aggressive driving. An aggressive driver is defined as anyone who operates a motor vehicle in an offensive, hostile, or belligerent manner, creating an unsafe environment for the rest of the motoring public.

GOALS AND OBJECTIVES

The goal of the Aggressive Driver/Aggressive Enforcement Campaign was the reduction of motor vehicle-related fatalities on New Jersey roadways. Three objectives were established to assist in reaching the goal:

- To create a mechanism for reporting aggressive drivers
- To increase enforcement activities related to aggressive drivers
- To promote public awareness of the problem of aggressive drivers

STRATEGIES AND ACTIVITIES

In April **1997**, the New Jersey Division of Highway Traffic Safety, in partnership with the New Jersey State Police, developed a three-pronged strategy to reduce fatalities on New Jersey roadways due to aggressive drivers:

- A toll-free number (**1-888-SAF-ROAD**) was set up to report aggressive drivers. The number connected callers directly to a centralized State Police operator, who routed calls to the closest jurisdiction for further action. In addition, the New Jersey Wireless Carriers Coalition agreed to establish an abbreviated dialing number for

Aggressive Driver/Aggressive Enforcement Campaign (cont ' d)

motorists with wireless phones. By dialing **#77**, any cellular phone user could contact state authorities directly, regardless of the carrier

- Six counties were targeted for intensified enforcement activities-these counties were selected because of their unusually high fatality rates reported during **1996**. State and local police departments in these six counties collaborated on an intensive enforcement campaign which included over-time patrols and featured the use of decoy or unmarked/undercover vehicles operated by plainclothes troopers and/or police officers to identify aggressive drivers. Highways designated as high risk roadways received , the force of the enforcement activities, with decoy/unmarked vehicles identifying aggressive drivers then notifying marked police units of the violation
- The problem of aggressive driving received attention from the media: public service announcements were featured on radio stations; and bumper stickers and brochures were designed, produced, and disseminated throughout the state

RESULTS

Between April **1997** and December **1997**, more than **15,000** phone calls were received through the toll-free aggressive driver hotline and law enforcement **officers** issued over **52,000** summonses during the enforcement campaign. Preliminary data indicate that motor vehicle-related fatalities have declined by **27**, from **1996** to **1997**.

FUNDING

Section **402**:: **\$450,000**

CONTACT

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Benton Police Highway Safety Program

KENTUCKY

PROJECT CHARACTERISTICS Easy to replicate	PROGRAM AREA(S) Police Traffic Services
TYPE OF JURISDICTION City	
TARGETED POPULATION(S) General Population	JURISDICTION SIZE 3,899

PROBLEM IDENTIFICATION

The City of **Benton** is located in far Western Kentucky, and is bisected by US **641** and US **641** Bypass-both highly traveled roads. Although **Benton's** population is less than **4,000**, the city averaged **178** crashes per year during a five-year period from **1990** through **1995**. For the same five-year time frame, the crash rate per **1,000** people was **52.9** percent. In **1995**, **Benton** police recorded **141** traffic crashes, resulting in **55** injuries to drivers or passengers. Several categories of traffic safety violations contributed to the high incidence both of crashes and injuries: observations and data indicated a high incidence of failure to yield right-of-way, improper turns, speeding, and **nonuse** of safety belts and child restraints.

GOALS AND OBJECTIVES

The goal of the **Benton** Police Highway Safety Program was to reduce crashes and **crash**-related injuries. The primary objectives of the program were to:

- Develop a strong traffic safety enforcement program
- Increase public awareness regarding highway safety issues

STRATEGIES AND ACTIVITIES

In **1995**, prompted by the dramatic crash and injury data for the city, the **Benton** Police Department developed the **Benton** Police Highway Safety Program-a program featuring a two-fold strategy to reduce traffic crashes and the injuries related to those crashes:

- One facet of the strategy was to conduct a community highway safety and enforcement program that emphasized a zero tolerance policy on safety belt and child restraint violations, and aggressively enforced traffic safety laws such as failure to yield **right**-of-way, improper turns, and speeding. The key method of increasing enforcement activities was supporting police officers' overtime through Section **402** funds.

Benton Police Highway Safety Program (cont'd)

- Stringent enforcement goals were set and quarterly surveys were conducted to ensure that these goals were being met. Two goals were set for the enforcement effort: to increase the number of hazardous moving citations to **325** before the end of the **1998** Fiscal Year and to reduce the number of crashes by **10** percent before the end of Fiscal Year **1997**
- The enforcement program was enhanced through a public awareness campaign, designed to increase awareness and attention to the problems related to violations of traffic safety laws. In order to benefit from shared events, the **Benton Police** Department implemented their enforcement activities during times of high visibility for any event or activity on holidays and weekends, which were also targeted for sobriety checkpoint activities.

RESULTS

During the three year grant period from **1995** through **1997**, the crash rate for the City of **Benton** decreased by **50** incidents, on average for each year. Injuries have also declined during the same period from **100** to less than **50** each year, on average.

FUNDING

Section **402**: **\$7,450**

CONTACT

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Benton, KY 42025
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Sidney's Safety Bus

MISSISSIPPI

PROJECT CHARACTERISTICS	PROGRAM AREA(S)
Targets hard-to-reach/at risk population Innovative or non-traditional approach	School Bus Safety
TYPE OF JURISDICTION	
Multi-jurisdictional	
TARGETED POPULATION(S)	JURISDICTION SIZE
Students	67,910

PROBLEM IDENTIFICATION

Communities historically have been concerned with school bus safety; however, in the **DeSoto** County, Mississippi School District, highway safety officials and educators were particularly concerned about the effort bus drivers were spending on disciplinary issues. The school district transportation staff estimated that more than **50** percent of bus drivers' time was being used to address discipline problems, severely limiting the time available for other activities, such as safely operating the school buses.

GOALS AND OBJECTIVES

The goal of the **DeSoto** County School District's efforts was to increase school bus passenger safety countywide, aided by the following objectives:

- Develop an innovative program for educating students about school bus safety
- Devise a method for reducing behavior problems on school buses
- Increase the amount of time available to transportation staff for activities other than disciplining school children

STRATEGIES AND ACTIVITIES

In **1996**, during a chance meeting among educators, transportation officials and law enforcement personnel, this group of professionals, dedicated to traffic safety and individually concerned about the rising problems of school bus behavior, shared their concerns about school bus safety in the **DeSoto** School District.

The group adopted the name FOCUS-For Our Children's Ultimate Safety-and began to brainstorm about ways to address the school bus behavior issue in the school district. As a result of these brainstorming sessions, a unique training ground was created for educating the county's school children about school bus safety. FOCUS established

Sidney's Safety Bus (cont 'd)

Sidney's Safety Bus, the name given to a retired school bus which could be remodeled and serve as a mobile classroom.

The Superintendent of Education approved the project and donated a retired bus to the program. Remodeling and repairs were undertaken by off-duty school employees and supply vendors in the county who volunteered their time, labor and materials. During the ~~1996-1997~~ school year, Sidney's Safety Bus travelled from one shop to another, where it was completely rehabilitated to become a unique tool to serve the community of **DeSoto** County, specifically the school children, through:

- Providing a clever, attention-grabbing, "vehicle" through which to provide hands-on instruction to **DeSoto** County elementary students about the importance of school bus safety
- Supplying a mobile classroom which can travel from location to location, offering thorough and consistent programming through the use of video tapes, literature, and personal instruction
- Educating the general public about school bus safety, using a most visible tool
- Assisting state and local law enforcement **officials** in providing safety messages to a greater number of students and citizens each year

RESULTS

Sidney's Safety Bus was dedicated February **27, 1998**, with more than **40** FOCUS group members, school officials, supply vendors and community members present. The bus's itinerary includes visiting every elementary school two times a year, providing instruction to 6 to 8 classes of **36** students each day. The bus is also scheduled to be displayed at county fairs and PTA meetings, with some time reserved for last-minute requests. More than **50,000** people will pass through the bus each year.'

FUNDING

Local: \$30,000

CONTACT

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Living Witness Campaign

ALABAMA

PROJECT CHARACTERISTICS	PROGRAM AREA(S)
High media visibility Targets hard-to-reach/at risk population	Occupant Protection
TYPE OF JURISDICTION	
State	
TARGETED POPULATION(S)	JURISDICTION SIZE
General Population	4,319,154

PROBLEM IDENTIFICATION

The Alabama State Highway Safety Office was concerned that the citizens of the state were not wearing seat belts or protecting their children from crash-related injuries and fatalities through proper use of child restraints. The **1996** safety belt use rate in Alabama was **52 percent**—**16 percent** below the national rate of **68 percent**. Further, the child restraint use rate was reported as only slightly higher, at **57 percent**.

GOALS AND OBJECTIVES

The goal of the Living Witness Campaign was to increase safety belt and child safety seat use in the State of Alabama. Several objectives were planned to assist in meeting the goal of the program:

- . Develop a statewide public information and education campaign
- Heighten public awareness of the importance of seat belt and child restraint use
- * Create an awareness program designed to personalize the issue of seat belt use

STRATEGIES AND ACTIVITIES

In December **1997**, the State Highway Safety Office launched a media campaign crafted to engage the citizens of Alabama at a very personal level in recognizing and addressing the problems associated with **nonuse** of safety belts and child safety seats. The Living Witness Campaign was created with a single strategy—locate residents from across the state who had survived crashes, due to proper seat belt use, and appeal to these survivors to become witnesses for good occupant protection behavior.

Local Highway Safety Coordinators and law enforcement officers became partners in locating these living witnesses, organizing seven regional press conferences and encouraging belted survivors of crashes to come forward to provide their testimony so

Living Witness Campaign (cont 'd)

that their friends and neighbors could see how **proper** seat belt use helps to save lives, reduces injuries, and reduces the costs of crashes, all at a very personal level. Many survivors have been located and have become part of the campaign to share their experiences-youth, senior citizens, residents from different ethnic and cultural backgrounds, even paralyzed survivors of crashes-by volunteering to join in this effort to increase Alabama's seat belt use rate.

After locating survivors, press conferences were organized throughout the state to provide a platform for the Living Witnesses to share their messages with their neighbors. Public service announcements have been developed and featured through local and statewide media sources, reaching more than **75** percent of the population. Belted survivors who commit to the campaign are awarded an ***I'm a Living Witness*** t-shirt and certificate from the State Highway Safety Office. To reinforce the message, traffic safety and occupant protection brochures are being distributed through courtesy seat belt check points.

Since the beginning of **1998**, more than **500** residents of Alabama have contacted the Highway Safety **Office** to become a Living Witness and join in the campaign to raise awareness of the importance of safety belt and child safety seat use. One- recent Living Witness to join the campaign as a survivor is an Alabama state senator.

RESULTS

The Living Witness Campaign has been operational for only six months; however, observational surveys by law enforcement officers indicate an increase in safety belt and child safety seat use throughout the state.

FUNDING

Section 402: \$ **10,000**

CONTACT

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Law Enforcement Activities

MISSOURI

PROJECT CHARACTERISTICS Outstanding collaborative effort	PROGRAM AREA(S) Police Traffic Services
TYPE OF JURISDICTION State	
TARGETED POPULATION(S) General Population	JURISDICTION SIZE 5,402,058

PROBLEM IDENTIFICATION

In **1996**, the State of Missouri reported **191,164** traffic crashes, resulting in **1,148** fatalities and **82,695** injuries. The economic loss associated with these crashes was estimated at **\$3,065,763**. It was apparent that targeted traffic enforcement was needed to address the problem of traffic crashes; however, as calls-for-service, court appearances, and record keeping demands increased for law enforcement personnel, it had become more difficult to carve out time for a specific enforcement campaign. To compound the problem, most local law enforcement agencies in Missouri historically have not had the funding necessary to undertake overtime activities or hire additional staff.

GOALS AND OBJECTIVES

The goal of the Law Enforcement Activities program was to reduce fatalities, injuries, and economic loss as a result of crashes. This goal was supported by the following objectives:

- Increase police visibility to promote compliance with traffic laws
- Heighten awareness of traffic safety by the motoring public
- Form partnerships with the media and law enforcement for more effective implementation of programs
- Change attitudes of social acceptance for disregard of traffic laws and unsafe driving behaviors

STRATEGIES AND ACTIVITIES

In **1997**, the State of Missouri developed the Law Enforcement Activities program to provide support to over **700** local law enforcement agencies and the State Highway Patrol. Thirty local law enforcement agencies plus the State Highway Patrol were selected to

Law Enforcement Activities (cont ' d)

receive assistance through the following special enforcement activities:

- **Hazardous Moving Violations (HMFs).** Agencies were provided overtime funding for officers to concentrate their efforts at high incident areas during peak hours of the day and days of the week
- **Driving While Intoxicated (DWI) Saturation Enforcement.** Additional law enforcement officers were funded to work saturation patrols during peak hours and on the worst days of the week in areas where a high incidence of alcohol-related crashes had occurred
- **Sobriety Checkpoints.** The State Division of Highway Safety provided training, equipment, supplies, and funding for overtime to support five checkpoints per local agency plus statewide checkpoints for the Highway Patrol
- **Occupant Protection.** Support was provided for hosting safety belt/child restraint checkpoints, for participating in safety fairs, for producing and disseminating educational materials/promotional items, and for making safety presentations at community events

RESULTS

The following results were reported during Fiscal Year **1998**, for each of the targeted enforcement activities:

- Eleven agencies received funding for **HMF** projects, resulting in **8,565** arrests for hazardous moving violations, **295** arrests for **DWI/drug** violations, **1,188** arrests for other traffic violations, and **1,124** citations for occupant restraint violations
- Twelve agencies received funding for special **DWI** Saturation Enforcement projects, resulting in **1,022 DWI** and drug arrests, **10,726** citations for other **HMFs**, **3,140** occupant restraint violations, and **9,944** citations for other violations
- Eighteen agencies were provided additional support to conduct sobriety checkpoints during which were made **477 DWI** arrests, **35** drug arrests, **364** occupant restraint citations, **1,936** other **HMFs**, and **21** citations for other violations
- During special occupant protection activities, 5 agencies issued **938** violations
- The Missouri State Highway Patrol issued **295 DWI** arrests, citations for **1,399** other **HMF** violations, citations for **382** seat belt violations, and **4,151** warnings

FUNDING

Section 402: **\$97,479**

CONTACT

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Teens of Northeast (TONE)

ARKANSAS

PROJECT CHARACTERISTICS	PROGRAM AREA(S)
Innovative or non-traditional approach ' Targets hard-to-reach/at risk population	Youth Programs
TYPE OF JURISDICTION	
State	
TARGETED POPULATION(S)	JURISDICTION SIZE
Youth	2,522,819

PROBLEM IDENTIFICATION

According to data from *the 1997 Alcohol Awareness Month Organizer's Guide*, a 16-year-old is more likely to die from an alcohol-related problem than from any other cause. High school students consume **31** million gallons of wine coolers and **102** million gallons of beer each year. When combined with driving an automobile, this behavior leads to deadly consequences. At a recent conference in Arkansas, teen participants confirmed that, throughout the state, most of their peers use alcohol and other drugs at parties in their communities. Furthermore, data indicate that youth are driving under the influence of alcohol at twice the rate attributed to drivers over the age of **21**.

GOALS AND OBJECTIVES

The goal of the Teens of Northeast (TONE) program was the prevention of injuries and fatalities to youth, resulting from alcohol- and other drug-related motor vehicle crashes. The following objectives were devised to aid in reaching the goal:

- Develop a prevention program designed to alter risky behaviors in youth
- Equip teens and adults with information and skills to help prevent youth substance abuse
- Provide training in strategy development, networking, and motivational techniques to youth

STRATEGIES AND ACTIVITIES

Since **1983**, a group of youth from Greene County, Arkansas, calling themselves "Teens Are Concerned" (**TAC**), had been **mentoring** and advising other teens out of concern for their friends' drinking and drug use. Then in **1984**, the Arkansas Bureau of Alcohol and Drug Abuse Prevention contacted a local Community Action Agency operating in the county and asked them to offer assistance to the **TAC** youth.

Teens of Northeast (TONE) (cont'd)

The Community Action Agency, **Crowley's** Ridge Development Council: Prevention Resource Center (**CRDC:PRC**), brought **TAC** under the auspices of their office in order to provide the teens with a support base for their operations and a more experienced adult presence. In **1987**, the **TAC** group approached **CRDC:PRC** about sponsorship of a statewide youth prevention conference during which **TAC** youth would educate and train students, school sponsors of prevention programs, and those involved at the community level in how to replicate good prevention models in their own communities. When informed that the funding was not available to undertake this activity, the **TAC** youth approached community leaders and other organizations to help create the first annual, Teens of Northeast (TONE) Conference. Yearly, since **1987**, the **TAC** youth have sponsored TONE, offering workshop training in violence prevention; how to build healthy communities; AIDS prevention, sexually-transmitted diseases and pregnancy; drug-free activities and celebrations; safe driving practices; alcohol and marijuana information; and how to tailor a safety and drug prevention program for your community. The conferences have featured Friday night socials with successful role models and celebrities such as actors, models, folk singers, local television personalities, local and state politicians, and professional sports figures. Participants at the TONE conferences are encouraged to implement prevention programs in their communities accompanied by a one year follow-up program and a one day summit to report on the successes of the locally-implemented programs.

RESULTS

The success of TONE lies in the high level of activities undertaken locally, due to participation in the TONE Conferences.

- Seventy-seven percent of the schools and communities at the fourth annual TONE Conference (TONE IV) hosted a chemical-free activity during the school year
- Sixty-seven percent of TONE IV attendees conducted some type of highway safety activity such as Lights On For Life, Mothers Against Drunk Driving (**MADD**) Contest, or **3D** Prevention Week activities
- TONE IV participants shared their prevention and traffic safety messages with more than **20,000** elementary, junior high, and high school students

FUNDING

Section 402:	\$16,500
State:	\$15,000
In-kind:	\$9,800

CONTACT

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Tulsa CRASH Court

OKLAHOMA

PROJECT CHARACTERISTICS	PROGRAM AREA(S)
Innovative or non-traditional approach Targets hard-to-reach/at risk population	Youth Programs
TYPE OF JURISDICTION	
County	
TARGETED POPULATION(S)	JURISDICTION SIZE
Youth	400,000

PROBLEM IDENTIFICATION

The primary killer of American teens between the ages of **15** and **20** is motor vehicle crashes. Sixty percent of these deaths are associated with alcohol use. Nationally, teens between the ages of **15** and **20** die in car crashes twice as often as the general population, when an impaired driver is involved. Oklahoma statistics for **1996** included **772** traffic fatalities statewide, of which **280** were alcohol-related. One hundred fifty-six of these alcohol-related fatalities were teenagers.

GOALS AND OBJECTIVES

The goal of the Tulsa CRASH (Courts Raising Awareness of Students in High Schools) Court program was the reduction of alcohol-related crashes, fatalities, and injuries among Oklahoma youth engaged in operating a motor vehicle.

The objective was to develop an early prevention program, aimed at very young teens who were not yet driving.

STRATEGIES AND ACTIVITIES

The CRASH Court program was initiated in April **1998** by the Tulsa Judicial District Court in partnership with local schools and the Community Service Council of Greater Tulsa. This innovative program takes traffic court to local schools where **pre-driving** and early driving teens confront the sharp realities of the judicial system at work and face the personal tragedies involved with drinking and driving. Development of the program was based on evidence that early prevention programs targeting **14** and **15** year-old teens have achieved high success rates through education of this age group on the serious consequences, both legal and personal, of driving and drinking.

In a two-part presentation, teens first witness actual court proceedings in which the presiding judge rules on pending cases of non-violent crimes, such as first and second offense impaired driving, public intoxication, or controlled substance cases-crimes

Tulsa CRASH Court (cont'd)

committed by youth. The cases are real and the decisions are binding. Students witness sentencing of fines, probation and even jail.

The second. part of CRASH Court introduces students to state laws regarding drug and alcohol use, and driving. The judge exposes the students to a variety of court sanctions and personal costs related to a drunk driving or illegal substance charge. Students learn about their own chances of facing the personal tragedy of alcohol and drugs through video clips of local news stories, relating the tragic experiences of victims of alcohol and drug use crash fatalities. Students then engage in an interactive dialogue and are encouraged to address their own behaviors and decision-making processes.

RESULTS

The CRASH Court program has been presented to more than **2,500 9th** grade students from three Tulsa area schools since April **1998**. Since CRASH Court has only recently been implemented, results linking the program to reduction of teen motor vehicle-related crashes, fatalities, and injuries have not had time to emerge; however, during the dialogue portion of the program, an evaluation of student attitudes after participating in CRASH Court indicated that students were more willing to alter risky behaviors.

The Greater Tulsa community has already seen outstanding results from the three-year Youthful Drunk Driving intervention program which operates the CRASH Court program-a reduction in ~~re-arrests~~ of youthful drunk driving offenders from **17** percent to 3 percent. Tulsa anticipates similar success with the CRASH Court program.

FUNDING

Section 402: **\$17,000**

CONTACT

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Project CRASH

MICHIGAN

PROJECT CHARACTERISTICS	PROGRAM AREA(S)
High media visibility	Youth Programs
Targets hard-to-reach/at risk population	Occupant Protection
TYPE OF JURISDICTION	
City	
TARGETED POPULATION(S)	JURISDICTION SIZE
Youth	10,130

PROBLEM IDENTIFICATION

In January 1998, the **Sturgis**, Michigan Police Department conducted observational surveys to determine the safety belt use rates for high school-aged drivers operating vehicles in the **Sturgis** metropolitan area. Results of the surveys revealed a **60** percent compliance with Michigan's safety belt law-unacceptable, particularly when compared with the statewide compliance rate of **70** percent.

GOALS AND OBJECTIVES

The goal of Project CRASH (Child Restraints And Seatbelts Help) was a **15** percent increase in compliance with Michigan's safety belt law by high school-aged drivers in the **Sturgis** metropolitan area over a **15-week** time period. In order to meet this goal, the **Sturgis** Police Department developed a program guided by two objectives:

- Create a program that rewarded positive behaviors
- Institute behavior changes in non-compliant youth drivers

STRATEGIES AND ACTIVITIES

Several strategies and activities were employed in meeting the goal and objectives of Project CRASH:

- On February 26, 1998, the **Sturgis** Police Department hosted a media event as a kick-off to the Project CRASH effort, featuring **Vince** and Larry@, the National Highway Safety Administration's (**NHTSA**) crash test dummies
- Beginning March 2, 1998, **Sturgis** police officers stopped young drivers who were observed wearing a safety belt while driving. The driver and passengers, who were buckled, were identified and their names submitted for inclusion in a weekly prize drawing

Project CRASH (cont'd)

- Each Friday morning from March through June **12**, a local radio station drew four or five names on the air. Winners were also announced over the public address system at the local high school, and prizes were delivered to the winning students' classrooms by **Sturgis** police officers. All winners names were retained for entry in the grand prize drawings at the conclusion of the program. Young drivers were so anxious for recognition of positive behavior that many were spotted hailing police officers with waves and smiles as they drove by patrol cars
- Weekly prizes were awarded to winners of the safety belt compliance observations which included coupons for soft drinks, athletic wear, tickets for Michigan K-Wings hockey games, coupons for free pizzas, t-shirts, and coupons for free games of bowling. Grand prizes at completion of the campaign included merchandise gift certificates, a television set, a Red Wings major league hockey team leather coat, two Coke® jackets, and a mountain bike

RESULTS

Results of Project CRASH were impressive-a **23** percent increase in compliance with Michigan's seat belt law, from **60** percent to **83** percent, in only **15** weeks. An unplanned, but welcome, ancillary result from Project CRASH was improvement and strengthening of community relations in **Sturgis**.

FUNDING

Section 402: **\$10,000**

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**Ted Nugent and the
"Don't Be Roadkill" Campaign**

MICHIGAN

PROJECT CHARACTERISTICS High media visibility Innovative or non-traditional approach	PROGRAM AREA(S) Occupant Protection
TYPE OF JURISDICTION State	
TARGETED POPULATION(S) General Population	JURISDICTION SIZE 9,549,000

PROBLEM IDENTIFICATION

Historically, in Michigan, safety belt use has been the lowest among pickup truck drivers. A direct observational survey of safety belt use conducted in **1995**, indicated a **46.5** percent use ~~rate—23.5~~ percent less than the statewide use rate of **70** percent.

GOALS AND OBJECTIVES

The goal of the Ted Nugent and the "Don't Be Roadkill" Campaign was to increase safety belt use among pickup truck drivers. Campaign objectives were to:

- Create a program that targeted male pickup drivers
- Specifically target drivers in the **16** to **29** year-old age group

STRATEGIES AND ACTIVITIES

In **1996**, the Michigan State Police, Office of Highway Safety Planning, developed a campaign designed to increase safety belt use among male pickup truck drivers, employing a series of strategies and activities tailored for the younger truck driver:

- Planning for the campaign began with a series of focus group meetings involving the targeted group. Participants of the focus groups were screened for their vehicle type and self-disclosed record of safety belt use, with pickup truck drivers who reported seldom or never wearing safety belts invited to participate. The participants were exposed to several seat belt campaigns and asked for their opinion as to the most effective campaign
- Overwhelmingly, a campaign featuring Michigan entertainer and sportsman Ted **Nugent** was judged the most effective of the campaigns. The focus group participants reported that they recognized and respected Ted **Nugent**, and that they would be likely

Ted Nugent and the "Don't Be Roadkill" Campaign (cont'd)

to listen to an occupant protection message from Nugent

- The Ted Nugent campaign was selected for implementation. With Nugent's support and active participation, the "Don't Be Roadkill" campaign began with a photo shoot to develop materials for billboards, posters, and large banners to be used at special events. A bumper sticker and hat were also designed-all using the trademark zebra stripes associated with *the Ted Nugent World Bowhunters* organization. Using Nugent's music as background, several radio public service announcements were produced
- The campaign was officially launched on Lansing, Michigan radio, with Nugent calling in to talk with a local radio host and friend. The public service announcements were extremely popular, particularly on sports-oriented radio stations
- Special events were hosted at two Ted Nugent concerts. The first event, held during the summer, featured a preconcert contest in which backstage passes were awarded to the person with the biggest, "baddest" pickup truck. During the second event, held the following winter, posters were given to anyone who signed a pledge card to wear safety belts at the *Whiplash* Bash-an annual Ted Nugent event

RESULTS

Results from the annual observational survey of safety belt use, conducted a year following the kick-off of the Ted Nugent campaign, indicated a dramatic increase in safety belt use among pickup truck drivers. Use rates increased almost 10 percent from 44.6 percent in 1996 to 54.1 percent in 1997.

Based on the outstanding results of the program, the Office of Highway Safety Planning has arranged to continue the Ted Nugent Campaign, and has modified the campaign message to indicate a new phase in the effort: *Don't Be Roadkill: Buckle Up Now.*

FUNDING

Section 402: \$140,000

CONTACT

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Hispanic **DUI** Probation Project

IDAHO

PROJECT CHARACTERISTICS

Targets hard-to-reach/at risk population
Exemplifies “seed money” concept

PROGRAM AREA(S)

Alcohol and Other Drugs

TYPE OF JURISDICTION

County

TARGETED POPULATION(S)

Hispanic Americans

JURISDICTION SIZE

80,300

PROBLEM IDENTIFICATION

Three counties in Idaho have experienced rapid growth of their Hispanic communities, which has included an influx of new residents for whom English is an unfamiliar language and the cultural differences a challenge. One of the three counties, Bonneville County observed that there had been an unacceptable number of Driving Under the Influence (**DUI**) of alcohol first-time and repeat offenses from within the Hispanic communities. Statistics compiled by the Bonneville County Probation Department in February **1995** indicated that, of those currently on misdemeanor probation (primarily for **DUI**), **16** percent were Hispanic-Hispanics comprise only 4 percent of the general population.

GOALS AND OBJECTIVES

The goal of the Hispanic **DUI** Probation Project was the reduction of alcohol-impaired drivers from the roads. Project objectives included:

- Targeting Hispanic **DUI** first-time and repeat offenders
- Developing a **bi-cultural** and bilingual **DUI** intervention program

STRATEGIES AND ACTIVITIES

In December **1995**, the Bonneville County Probation Department developed the Hispanic **DUI** Probation Project, designed to reduce the number of Hispanic first-time and repeat offenders driving under the influence of alcohol. Using Section **402** funds to “seed” the new project, the Probation Department devised a series of strategies and activities tailored to meet the goal of the project.

- The Probation Department had provided interpreting services for non-English-speaking Hispanics on probation; however, continuation of this practice would have been **cost-prohibitive**, and cultural barriers would have remained. Therefore, the primary

Hispanic DUI Probation Project (cont'd)

strategy employed by the Probation Department was the employment of a bilingual, Hispanic probation **officer** to which all cases involving Hispanic offenders were transferred and referred

- The new probation officer implemented a networking and community outreach program using key community agencies to supplement case staffing
- The probation officer's outreach activities included home visits, collateral contacts, and promotion of employer relations
- When indicated, the probation officer developed resources and implemented activities for Hispanic offenders, designed to reduce the likelihood of repeat offenses
- In concert with the County Supervisor, the probation officer developed forms to track referrals to community resources, including notations on follow-up visits, success of the referral, development of new resources, recidivism rate and offender profile

RESULTS

Although the Hispanic caseload is higher than other caseloads, the recidivism rate has remained steady since **1996**. Currently, the recidivism rate for Hispanic offenders is two percent compared to three percent among the remaining offender population.

In **1999**, influenced by the success of her sister county, **Bingham** County will use Section **402** funds to replicate the Bonneville County program.

FUNDING

Section 402 :	\$28,000
Local:	\$17,455

CONTACT

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Buckle Up Bowl

MISSOURI

PROJECT CHARACTERISTICS	PROGRAM AREA(S)
Targets hard-to-reach/at risk population Innovative or non-traditional approach	Occupant Protection
TYPE OF JURISDICTION	
City	
TARGETED POPULATION(S)	JURISDICTION SIZE
Youth	12,289

PROBLEM IDENTIFICATION

Seat belts and child safety seats have been proven to save lives and reduce motor vehicle crash injuries. Yet, fewer than **40** percent of both adults and children who died in traffic crashes were properly restrained. In Missouri, **30.3** percent of all traffic crashes involved a young driver. In **1996**, **27,000** young drivers in Missouri were involved in a fatal or injury-related crash, killing or injuring a driver every **19.4** minutes. Of those youth involved in crashes, **20.6** percent of **16** to **20** year-old drivers and occupants were not wearing a seat belt, and **32.6** percent of children **15** years-old and younger were not properly restrained. Results from windshield surveys at **Creve Coeur**, Missouri high schools disclosed that an average of only **20.5** percent of the students surveyed were properly restrained—a reflection of the problem identified by national and state statistics.

GOALS AND OBJECTIVES

The goal of the Buckle Up Bowl was to reduce injuries, fatalities, and economic costs which result from motor vehicle crashes in which youth occupants are not properly restrained. The objectives of the Buckle Up Bowl included:

- Developing an educational program on occupant restraint targeted to high school students
- Forming partnerships with community leaders to address the problem
- Achieving a **20** percent increase in seat belt use by high school students

STRATEGIES AND ACTIVITIES

In November **1997**, the **Creve Coeur**, Missouri Police Department developed the Buckle Up Bowl program in response to President Clinton's January **23, 1997** directive to the Secretary of Transportation to increase the use of seat belts nationwide. The Buckle Up Bowl was designed to target high school student drivers and occupants of motor vehicles

Buckle Up Bowl (cont'd)

and attain voluntary compliance with the seat belt law through education and wholesome competition among area high schools. The **Creve Coeur** Police Department used several strategies in achieving their goal:

- Partnerships were formed with the St. John Mercy Medical Center, the Monsanto Company, and other members of the community to sponsor and promote the Buckle Up Bowl project
- Four high schools were selected to participate in a competition among the students to determine which school could achieve the highest seat belt use rate
- Awards of cash, prizes, and a trophy served as incentives to become the winning school

Each participating school was awarded **100** points, but in order to receive the initial points, each school administrator was obliged to commit to the Buckle Up Bowl project in writing. In addition, the competing schools were required to sponsor at least two **30**-minute assemblies to educate the students about traffic safety and occupant protection, and all students were required to sign a pledge to buckle up all occupants riding in a vehicle in which they were the driver or passenger. Police officers and the other members of the partnership served as umpires to conduct seat belt use surveys at the schools, held during the same time and for the same duration at each school. For each instance of non-use surveyed, five points were deducted from the school's total points. At the end of the program, the school with the most points won the right to compete with the second and third place winners in a final competition. The final event involved teams from each school competing in a timed race, with each team dashing to a team automobile, buckling their seat belts, locking their doors, then reversing the order and running **25** yards to the finish line. The winner collected **15** points to be added to their school's total, and the second and third place winners collected **10** points and **5** points, **respectively**. The school with the most total points after the final event was awarded a traveling trophy, a celebration dinner and **\$1,500** to be divided among the Junior and Senior classes and the winning school.

RESULTS

Post-program windshield surveys indicated an average increase in seat belt use among **Creve Coeur** high school students of **55** percent-from **20.5** percent to **75.5** percent.

FUNDING

Private: **\$2,000**

CONTACT

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Safety Belts Save Lives-You Be The Judge!

ILLINOIS

PROJECT CHARACTERISTICS Easy-to-replicate	PROGRAM AREA(S) Occupant Protection
TYPE OF JURISDICTION County	
TARGETED POPULATION(S) Judges	JURISDICTION SIZE 5,500,000

PROBLEM IDENTIFICATION

Research has shown that proper use of safety belts reduces the risk of fatal injuries to front seat passengers by **45** percent. Further, the risk of moderate-to-critical injuries is reduced by **50** percent. Studies on the effectiveness of child safety seats have found that fatalities are reduced by **69** percent for children less than one year old and by **47** percent for children 1 to 4 years old where children are properly restrained. Ejection from a vehicle is one of the most injurious events that can happen to a person involved in a crash. However, despite public education and information **from** both medical and law enforcement professionals, safety belt use in Cook County, Illinois remains at **57** percent. Many law enforcement officials sense that local courts view seat belt citations as bargaining chips or throw-away offenses.

GOALS AND OBJECTIVES

The Safety Belts Save Lives.. You Be The Judge! project was developed by the National Highway Traffic Safety Administration (**NHTSA**) Region 5 Office to reduce the injuries, fatalities and economic costs resulting from motor vehicle crashes in which the occupants are not properly restrained. The objectives of the project are to:

- Educate judges on the importance of strict adjudication of seat belt violations
- Engender collaboration on traffic safety issues between the judicial and enforcement communities
- Promote the **Buckle Up America!** campaign in Cook County, Illinois

STRATEGIES AND ACTIVITIES

In March **1998**, the judges of the Circuit Court of Cook County entered into a partnership with the **NHTSA** Region 5 Office to promote **Buckle Up America!** and increase the use of safety belts and child safety seats in Cook County. The partners developed a **45** minute educational program, Safety Belts Save Lives.. You Be The

Safety Belts Save Lives. ..**You Be The Judge!** (cont'd)

Judge!, to enlighten judges, prosecutors, states attorneys, chiefs of police, and other city officials about traffic safety. The program featured graphic slides of individuals injured in low-speed crashes, included crash footage of buckled occupants from a film produced in Germany, and contained information on high risk drivers.

Inasmuch as all judges are required to earn fifteen hours of judicial education annually, the Presiding Judge in the Fifth Municipal District used this requirement as an opportunity to expose his colleagues to traffic safety-related information, particularly information on safety belts and child safety seats.

RESULTS

As a result of the Safety Belts Save Lives ...**You Be The Judge!** program, more than **100** judges and prosecutors from all six Cook County District Courts and the Chicago Traffic Court have received valuable information on traffic safety. Evaluations during the presentations were positive, and prosecutors have reported many instances of judges issuing-for the first time-fines for non-use of safety belts.

In addition, awareness of traffic safety has been raised in the judicial community, as evidenced by a growing number of judges who now buckle their safety belts.

FUNDING

None

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Buckle Up America!...One Community at a Time
The Local Ordinance Option

ILLINOIS

PROJECT CHARACTERISTICS Easy-to-replicate	PROGRAM AREA(S) Occupant Protection
TYPE OF JURISDICTION Multi-jurisdictional	
TARGETED POPULATION(S) Chiefs of Police Municipal Officials	JURISDICTION SIZE 6,600,000

PROBLEM IDENTIFICATION

Most state laws which require adults to “buckle-up” apply the “secondary enforcement rule,” which prohibits issuing a citation for non-use unless the violator is detained for another type of violation. These secondary laws are often difficult to enforce, and ultimately fail to increase compliance. Although the campaign to change state seat belt laws to permit standard enforcement is making progress, only a few states have succeeded in passing standard enforcement laws during the last few years. Currently, seat belt use in Illinois is only **65** percent.

GOALS AND OBJECTIVES

The Local Ordinance Option program was developed to increase seat belt use in Illinois. Objectives of the program were:

- To create an environment which would facilitate the passage of statewide standard enforcement of safety belt legislation
- To promote political endorsement of standard enforcement for seat belt violations
- To raise public awareness of the health and economic benefits of seat belt use

STRATEGIES AND ACTIVITIES

In **1997**, a working group of concerned, progressive police departments was formed to study the issue of the secondary law, and to develop a strategy for implementation of standard enforcement of seat belt laws. The working group consisted of officers from the police departments of the cities of Deerfield, Lake Zurich, Lincolnshire, Streamwood, Vernon Hills and Wheeling, and included representation from the Illinois Department of Transportation.

***Buckle Up America!*—One Community at a Time The Local Ordinance Option (cont'd)**

The consensus of the group held that the enactment of standard enforcement of seat belt laws might be achieved more easily one municipality at a time, whereas statewide implementation of standard enforcement had not succeeded. To this end, the working group developed a model local seat belt ordinance, complete with supporting documentation of enforcement and educational strategies designed to assist in acceptance, and eventual enactment, of the ordinance at the local level.

The draft ordinance was reviewed by the attorneys of the various municipalities and presented to the Chiefs of Police for review and endorsement. Endorsement by the Chiefs of Police was regarded as a critical component leading to acceptance of the Local Ordinance Option effort—mayors, managers, and councils would likely give favorable consideration to an effort supported by the office responsible for successful implementation.

RESULTS

On March **10, 1998**, the City of **Creve Coeur**, Illinois became the first community to enact a local ordinance for standard enforcement of seat belt laws. This important event was followed, on April **6**, by a similar effort of the City of Deerfield, which initiated a **120-day** period of public education prior to enforcement of their new standard enforcement ordinance. Less than two months after implementation of the Deerfield program, three additional local municipalities adopted local standard enforcement ordinances.

All five communities received Certificates of Appreciation from the National Highway Traffic Safety Administration (**NHTSA**) and the Illinois Department of Transportation for their efforts to save lives, prevent injuries and help ***Buckle Up America!***

FUNDING

Section 403: **\$38,310**

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**D.A.S.H. Issues Program and
Buckle Up America!**

TEXAS

PROJECT CHARACTERISTICS	PROGRAM AREA(S)
Targets hard-to-reach/at risk population	Occupant Protection
TYPE OF JURISDICTION	
State	
TARGETED POPULATION(S)	JURISDICTION SIZE
Youth	19,439,337

PROBLEM IDENTIFICATION

In **1996**, the seat belt use rate nationwide was **68** percent, and **74.6** percent in Texas. In a statewide sampling of urban youth **15** to **19** years old, **72.2** percent of drivers and **67.4** percent of passengers were properly restrained. Although research has shown that seat belts save lives, fewer than **40** percent of both adults and children who died in traffic crashes were properly restrained. In Texas, observational surveys have shown young drivers and passengers are the least likely of all age groups to be properly restrained, and are over-represented as an age group in crash-related morbidity and mortality data.

GOALS AND OBJECTIVES

The goal of the Drug, Alcohol, Safety and Health (**D.A.S.H.**) Issues Program **and Buckle Up America!** effort was to reduce the risk of crash-related fatalities and injuries to Texas youth. Successful attainment of the goal relied on several program objectives:

- Creating a traffic safety program targeting youth drivers and passengers
- Developing a statewide seat belt use program to be implemented in high schools and junior high schools
- Fashion a seat belt use program guided by the strategies recommended for the National **Buckle Up America!** campaign

STRATEGIES AND ACTIVITIES

The Texas Association of Student Councils (**TASC**) sponsors the D.A. S .H. Issues Program jointly with the Texas Education Agency, the Texas Safety Association, the Texas Driver and Traffic Safety Education Association, and the Texas Department of Transportation. One of several purposes of **D.A.S.H.** is to encourage student councils to participate in projects which promote safety awareness. Student councils in Texas are required to reach beyond their original "mock government" functions to build individual

D.A.S.H. Issues Program and *Buckle Up America!* (cont'd)

commitment and individual involvement in citizenship, scholarship, leadership, human relationships and cultural values. Avenues through which student councils can fulfill their leadership requirements include the development and implementation of programs designed to promote safety awareness and prevent drug, tobacco and alcohol use.

In October **1997**, following a ***Buckle Up America!*** presentation by the National Highway Traffic Safety Administration (**NHTSA**) Region 6 Office, a program administrator for the Texas Education Agency (sponsor of the D.A. **S.H.** Issues Program), chose to add the ***Buckle Up America!*** campaign to the list of projects that student councils could adopt as service projects during the school year. The program was included on the premise that a buckle-up effort for youth would be more successful when developed and implemented by their peers. During the **1997-1998** school year, the Texas Education Agency and **NHTSA** Region 6 teamed to supply more than **1,000 *BuckleUp America!* Action Kits** to **975** high schools and **675** junior high schools throughout the state. In addition, the Texas Education Agency and **NHTSA** presented *the **BuckleUp America!*** program through personal appearances at conferences and other events; and extended staff availability to any student needing consultation on their safety program.

RESULTS

~~Pre-release~~ **1998** data indicate a significant improvement in seat belt use in Texas, particularly for youth drivers and passengers **15 to 19** years old. Additional results include:

- Seat belt use in all age categories for **1998** was **76.3** percent-an increase of **1.7** percent from **1997** use rates
- Seat belt use in a **1998** sampling of urban youth **15 to 19** years old was reported as **80.1** percent for drivers and **71.5** percent for passengers-an increase of **7.9** percent and **4.1** percent, respectively, from **1997** use rates.

FUNDING

Section 402: **\$39,450**

CONTACT

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CROSS REFERENCE

Alcohol and Other Drugs

- ◆ ~~888-Under 21~~ Project (Pennsylvania) [**youth Programs**]
- ◆ **1991** Law Enforcement Safety Belt Challenge (Wisconsin) [**Occupant Protection**]
- ◆ **3D** Month Program (Oklahoma)
- ◆ A Commitment to Traffic Safety Education (California) [**Pedestrian/Bicycle Safety**]
- ◆ Alcohol In School Is Stupid (**AISIS**) (Michigan)
- ◆ Arrive Alive Safe and Sober (Nebraska) **mouth Programs**]
- ◆ Badges in Bars (Nebraska)
- ◆ BOUNCERS (Business Opposed to Underage Consumption and Irresponsible Selling)(Illinois)
- ◆ Burgers, Fries and Jail (Michigan) [**youth Programs**]
- ◆ California Highway Patrol (**CHP**) Designated Driver Program (California)
- ◆ California Licensee Education on Alcohol (LEAD) (California)
- ◆ Chicago Museum of Science and Industry Auto Safety Exhibit (Illinois) [**Occupant Protection**]
- ◆ City of Chico Police Department (California) [**Police Traffic Services**]
- ◆ City of San Diego Drunk Driving Enforcement Program (California)
- ◆ Comprehensive EMS/Highway Safety Program (**New Jersey**) **Emergency Medical Services**]
- ◆ Comprehensive Server Training Program (Hawaii)
- ◆ Comprehensive Traffic Safety Program for All Age Groups (California) [**Pedestrian/Bicycle Safety**]
- ◆ Cops In Shops (North Carolina)
- ◆ Cops In Shops (Texas)
- ◆ Cops In Shops (Utah) **mouth Programs**]
- ◆ Cops In Shops (Wisconsin)
- ◆ Corporate Alcohol/Safety Belt Challenge (Wisconsin) [**Occupant Protection**]
- ◆ Corridor Safety Project (Washington) [**Safe Communities**]
- ◆ Crime Lab Fund Tracking (New Mexico)
- ◆ Dade County High School Alcohol and Buckle Up Prevention Program (Florida) [**Youth Programs**]
- ◆ Dane County DRIVING FORCE (Wisconsin)
- ◆ Delaware-Madison County **DUI** Task Force (Indiana)
- ◆ Delinquent **OWI** Fine Collection Program (Iowa)
- ◆ Drive Smart Colorado (Colorado) [**Injury Prevention**]

Project summaries are listed under their major program area, unless otherwise noted by [I].

CROSS REFERENCE (cont'd)

Alcohol and Other Drugs (cont'd)

- ◆ Drunk Drivers: We've Got Your Number **9-1-1** (Michigan)
- ◆ **DUI** Interstate Partnership (Maryland, Virginia, West Virginia)
- ◆ **DUI** Prosecution Coordination Project (Hawaii)
- ◆ **DUI** Victim/Witness **Program** (South Carolina)
- ◆ **DUI/BUI** Awareness and Enforcement Program (California)
- ◆ **DWI** Ad Hoc Reporting System (**New Jersey**) [**Other Traffic Safety Areas**]
- ◆ **DWI** Blanket Patrols - Albany County (New York) [**Police Traffic Services**]
- ◆ **DWI** Fine Collection Program (Iowa)
- ◆ **DWI** Offender Driver License Examination (Minnesota)
- ◆ Elementary Traffic Safety Leadership Training (Kansas) [**youth Programs**]
- ◆ Facing Alcohol Challenges Together (Indiana)
- ◆ Fatal Reality (New Hampshire)
- ◆ "Get A Grip" - Youth Alcohol/Statewide Traffic Safety Training Program (Iowa) [**youth Programs**]
- ◆ Governor's **DUI** Task Force (Montana)
- ◆ Habitual Offender Project (Virginia)
- ◆ Habitual Offender Tally Sheets (HOT Sheets) (Ohio)
- ◆ Hispanic **DUI** Probation Project (Idaho)
- ◆ Holiday **OUIL** Enforcement Project, Flint Police Department (Michigan)
- ◆ Houston Lights On For Life Coalition (Texas)
- ◆ Indiana Motorcycle Operator Safety Education Program (Indiana) [**Motorcycle Safety**]
- ◆ Injury Prevention Program (Illinois) [**youth Programs**]
- ◆ It's Your Choice (Montana) [**youth Programs**]
- ◆ Kansas Youth Alcohol Media Campaign: "Take a Stand" (Kansas)
- ◆ Lafayette Alcoholic Beverage Vendor/Server Training (Louisiana)
- ◆ Law Enforcement Assistance Fund (Colorado) [**Police Traffic Services**]
- ◆ Lee County Sheriff's Office/~~Keokuk~~ Police Department Cooperative Alcohol 'Enforcement Effort (Iowa)
- ◆ Linking Traffic Safety and Health (Nebraska)
- ◆ Little Red Driving Hood Project (Illinois) [**youth Programs**]
- ◆ Low Manpower Sobriety Checkpoint Training (Nevada)
- ◆ Maui Police Department Purchase of Preliminary Breath Testers (**PBTs**) (Hawaii)
- ◆ Maui Server Training Program (Hawaii)
- ◆ Massachusetts Head Injury Association's Occupant Protection Program (Massachusetts) [**Occupant Protection**]
- ◆ Motor Vehicle Homicide Seminar (New Hampshire)
- ◆ National Judicial College (Nevada)
- ◆ Older Driver/Pedestrian Conference (Arizona) [**Joint FHWA/NHTSA Initiatives**]
- ◆ Operation Curb Crime (Virgin Islands) [**Police Traffic Services**]

CROSS REFERENCE (cont'd)

Alcohol and Other Drugs (cont'd)

- ◆ Operation **DWI/OBD** Evaluation Project (New Mexico)
- ◆ Operation Pull Over/Deal With It Corporate Sponsorship Campaign (Indiana)
- ◆ Operation **R.I.D.E.** (New Jersey) [**Emergency Medical Services**]
- ◆ Operation Safe Passage (Illinois) [**Police Traffic Services**]
- ◆ Operation Zero Tolerance (Alabama)
- ◆ **OWI** Fine Collection Program (Iowa)
- ◆ Oxnard **DUI** and Seat Belt Enforcement (California) [**Police Traffic Services**]
- ◆ Peer Education: INSIGHT, CATCH and PASSAGES (New Jersey)
- ◆ Preventable Deaths: A **DWI** Public Awareness Program (New Mexico)
- ◆ Phoenix Prosecutors' **DUI** Training Program (Arizona)
- ◆ Policies and Programs for the **1990's** (Illinois)
- ◆ Presiding Judge-Municipal Courts **DWI** Project (New Jersey)
- ◆ Preventable Deaths: A **DWI** Public Awareness Program (New Mexico)
- ◆ Project Extra Mile (Nebraska) [**Youth Programs**]
- ◆ Public Information and Education Committee (Kansas)
- ◆ Pulaski Highway Impaired Driving Project (Maryland)
- ◆ Responsible Alcohol Management Program (Pennsylvania)
- ◆ Roadside Safety Checks (Illinois)
- ◆ Sabers and Roses (New Jersey)
- ◆ Safe & Sober Projects With Communities (Minnesota)
- ◆ Safe And Vital Employees (Maryland)
- ◆ Safety Check (Alaska)
- ◆ San Jose Police Department Traffic Enforcement Program (California)
- ◆ Saving Lives Through Public Awareness (**New Jersey**) [**Occupant Protection**]
- ◆ Seasonal Alternative Non-Alcoholic Testing Adventure (SANTA) (Washington)
- ◆ Smart, Safe and Sober (Virginia) [**Occupant Protection**]
- ◆ Smooth Operator Program (Virginia) [**Police Traffic Services**]
- ◆ South Decatur (Junior/Senior High School) Safety Group (Indiana)
- ◆ South Pasadena Police Department Roadside Sobriety Checkpoint Program (California)
- ◆ Southern **Ute** Highway Safety Program (Colorado) [**Community/Corridor Traffic Safety Programs**]
- ◆ Sports Marketing Program (California)
- ◆ St. **Lucie** County Youth Traffic Safety Program (Florida) [**Occupant Protection**]
- ◆ Stanford Community Responsible Hospitality Project (California) [**Youth Programs**]
- ◆ **Stanislaus** County: The Young and the Reckless (California) [**Youth Programs**]
- ◆ Statewide Roadside Sobriety Checkpoint Program for Local Law Enforcement Agencies (California)
- ◆ **STOP-DWI** - Clinton **County/Plattsburg AFB** (New York)
- ◆ Stop Underage Drinkers (SUDS) (**New Jersey**) [**Youth Programs**]

CROSS REFERENCE (cont'd)

Alcohol and Other Drugs (cont'd)

- ◆ Street Smarts (Pennsylvania) [**Occupant Protection**]
- ◆ Strides For Safety (North Dakota) [**Youth Programs**]
- ◆ Suspended Driver's License Enforcement Program (California)
- ◆ Talking to Your Kids About Alcohol (Washington)
- ◆ Teen Court (Illinois) [**youth Programs**]
- ◆ Teens of Northeast Youth Intervention Program (Arkansas) [**youth Programs**]
- ◆ The Car (Nebraska)
- ◆ Traffic Accident Reduction Goals and Enforcement Techniques (TARGET) (Nevada)
- ◆ Traffic Enforcement and Education Programs (California) [**Pedestrian/Bicycle Safety**]
- ◆ Travis County Underage Drinking Prevention Program (**Texas**) [**youth Programs**]
- ◆ UHP DUI Squad Efficiency Enhanced by Digital Dictation Equipment (Utah)
- ◆ Underage Drinker Identification Training Program (North Dakota)
- ◆ University of California at Berkeley Traffic Safety Curriculum (California)
- ◆ University Presidents' Summit on Campus Alcohol Issues (Michigan)
- ◆ Victims Impact Panel of Oklahoma (Oklahoma)
- ◆ Working With Sellers and Servers to Restrict Alcohol Access to Minors (Massachusetts)
- ◆ YMCA Resource Center "Pathways" (Delaware) [**youth Programs**]
- ◆ "You Can't Win" Zero Tolerance Campaign (Iowa) [**youth Programs**]
- ◆ Young Adult **Pre-DUI** Visitation Program (California) [**youth Programs**]
- ◆ Youth in the Workplace (Minnesota) [**youth Programs**]
- ◆ Youth Safety Program (North Carolina)
- ◆ Youth Traffic Safety Teacher (Hawaii) [**youth Programs**]
- ◆ Youthful Drunk Driving Program (Oklahoma) [**youth Programs**]
- ◆ Youthful **DUI** Offender Project (Missouri) [**youth Programs**]
- ◆ Zero Tolerance Campaign (Indiana)
- ◆ Zero Tolerance Campaign (Iowa)

Emergency Medical Services

- ◆ "A TIP From EMS" (Wisconsin) [**youth Programs**]
- ◆ **Bamberg** County (South Carolina)
- ◆ Bystander Trauma Care Program (Iowa)
- ◆ Camp **9-1-1** (Michigan)
- ◆ Comprehensive EMS/Highway Safety Program (New Jersey)
- ◆ Emergency Cellular Phone System (Pennsylvania)
[**Joint FHWA/NHTSA Initiatives**]
- ◆ Emergency Medical Services (EMS) Assessment/Reassessment (Colorado)
- ◆ Emergency Medical Services **Combitube** Study (Michigan)

CROSS REFERENCE (cont'd)

Emergency Medical Services (cont'd)

- ◆ Emergency Medical Services for Children (Arizona)
- ◆ Emergency Medical Services for Children (New Mexico)
- ◆ Emergency Medical Services for Children Implementation Project (South Dakota)
- ◆ EMS Defibrillator Project (Illinois)
- ◆ EMS Distance Continuing Education Project (North Dakota)
- ◆ EMS Training Institute (Virgin Islands)
- ◆ EMS Training Project (Nebraska) **[Injury Prevention]**
- ◆ Extrication Project (North Dakota)
- ◆ Incident Management (Utah) **[Joint FHWA/NHTSA Initiatives]**
- ◆ Indiana Highway Emergency Lifesaving Program (HELP) (Indiana)
- ◆ Legacy Emmanuel Hospital Trauma Nurses Talk Tough (Oregon)
[Injury Prevention]
- ◆ Lifesavers Care Training (Wyoming)
- ◆ Medical Director/EMS System Video Package (Minnesota)
- ◆ Morris County Infant and Child Emergency Identification Sticker Program
(New Jersey)
- ◆ North Coast Emergency Medical Services Adopt-A-Call Box Program (California)
- ◆ Operation **R.I.D.E.** (New Jersey)
- ◆ **Piasa** Health Care Emergency Medical Services (Illinois)
- ◆ **Pre-Hospital** Database Project (Oregon) **[Traffic Records]**
- ◆ Quality Assurance Program for EMT-Basic (Minnesota)
- ◆ Rapid Response Program (Puerto Rico)
- ◆ Rural EMS Conference (Michigan) **[Injury Prevention]**
- ◆ Rural EMS Training (Nevada)
- ◆ Saved By the Helmet Club (Washington) **[Pedestrian/Bicycle Safety]**
- ◆ Self-Sustaining Emergency Medical Service Pilot Training Program (New Jersey)
- ◆ Southern **Ute** Highway Safety Program (Colorado) **[Community/Corridor Traffic Safety Programs]**
- ◆ Spectrum of Prevention - A New Approach to Highway Safety Planning (Nevada)
[Injury Prevention]
- ◆ Trauma Referral System (South Carolina)
- ◆ Vehicle Collision Rescue Delivery Project (California)
- ◆ Volunteer **1st** Responder Training and Equipment (Georgia)
- ◆ Walk In Our Shoes (Illinois) **[Occupant Protection]**

Motorcycle Safety

- ◆ Cycle Rider Safety Training Program (Illinois)
- ◆ "Get in Gear" and "Ride Straight" Programs (Wisconsin)
- ◆ Indiana Motorcycle Operator Safety Education Program (Indiana)
- ◆ Motorcycle Helmet Law Evaluation (California)
- ◆ Motorcycle Rider Education Program (Colorado)

CROSS REFERENCE (cont'd)

Motorcycle Safety (cont'd)

- ◆ Motorcycle Rider Education Program (Connecticut)
- ◆ Motorcycle Safety Program (Nebraska)
- ◆ Motorcycle Safety Public Information Program (Oregon)
- Neighbor Island Motorcycle Safety Instruction (Hawaii)
- ◆ New Orleans Traffic Court, Occupant Restraint and Motorcycle Helmet Compliance Program (Louisiana) **[Occupant Protection]**
- ◆ North Carolina Motorcycle Safety Education Program (**NCMSEP**) (North Carolina)
- ◆ Rural Community Occupant Protection and Motorcycle Incentive Project (Texas) **[Occupant Protection]**
- ◆ Share The Road (Kansas)
- ◆ Skills Training Advantage for Riders (STAR) (Idaho)
- ◆ TOP GUN Motorcycle Safety Rodeo (South Dakota)
- ◆ Wyoming Motorcycle Rider Training Program (Wyoming)

Occupant Protection

- ◆ 100% Platinum Pacesetter Safety Belt Honor Roll (Maryland)
- ◆ 1991 Law Enforcement Safety Belt Challenge (Wisconsin)
- ◆ 1992 Black Community Safety Belt Challenge (Ohio)
- ◆ 1994 Child Passenger Safety Week Campaign (Pennsylvania)
- ◆ A Commitment to Traffic Safety Education (California) **[Pedestrian/Bicycle Safety]**
- ◆ Air Bag Safety: Buckle Up Everyone! Children in Back! (Delaware)
- ◆ The Best of Operation Buckle Down (Illinois)
- ◆ Better Safe Than Sorry Program (Washington)
- ◆ Brookfield High School **DECA** Chapter (Missouri) **[Youth Programs]**
- ◆ Buckle Down Media Relations (Minnesota)
- ◆ **Buckle Up America!** . . . One Community at a Time Local Ordinance Option (Illinois)
- ◆ Buckle Up Bowl
- ◆ Buckle Up **Donora** (Pennsylvania)
- ◆ Buckle Up Huntsville (Alabama)
- ◆ California Department of Health Services (**DHS**) Vehicle Occupant Safety Program (**VOSP**) (California)
- ◆ California Pickup Truck Campaign (California)
- ◆ Car Seat Loaner and Safety Belt Education Program (Colorado)
- ◆ Chicago Museum of Science and Industry Auto Safety Exhibit (Illinois)
- ◆ Child Passenger Safety Violator Course (Texas)
- ◆ Child Restraint Infraction Deterrence Sites (**CIDS**) (Washington, DC)

CROSS REFERENCE (cont'd)

Occupant Protection (cont'd)

- ◆ Child Safety Seat Inspection Clinics (Indiana)
- ◆ Child Safety Seat Program (Oregon)
- ◆ Child Safety Seat Roadblocks (Georgia)
- ◆ Children's Traffic Safety Program (**Tennessee**) [**Injury Prevention**]
- ◆ Clarke County Occupant Restraint Project (Mississippi)
- ◆ Click-It, Ticket - Safety Belt Education Awareness (South Carolina)
- ◆ Colebrook Child Safety Seat Loaner/Inspection Program (New Hampshire)
- ◆ Combining Injury Control and Traffic Safety Initiatives (New York)
[**Injury Prevention**]
- ◆ Comprehensive EMS/Highway Safety Program (New Jersey)
[**Emergency Medical Services**]
- ◆ Corona Occupant Protection Program (California)
- ◆ Corporate Alcohol/Safety Belt Challenge (Wisconsin)
- ◆ CRASH Regional Program (Kentucky) [**Joint FHWA/NHTSA Initiatives**]
- ◆ Dade County High School Alcohol and Buckle Up Prevention Program (Florida)
[**youth Programs**]
- ◆ D.A.S.H. Issues Program and **Buckle Up America!** (Texas)
- ◆ Denver Fire Department (**DFD**) Buckle Up Kids Training (Colorado)
- ◆ Family Passenger Safety Program (Texas)
- ◆ Fatal Reality (New Hampshire) [**Alcohol and Other Drugs**]
- ◆ Getting You There Safely Seat Belt Use Campaign (Nevada)
- ◆ Hands Across the Border (Georgia)
- ◆ Hopkinsville/Christian County Community Traffic Safety Program (Kentucky)
[**Safe Communities**]
- ◆ Infants and Air Bag Public Awareness (Missouri)
- ◆ Lifesaving In Any Language (California)
- ◆ Living Witness Campaign (Alabama)
- ◆ Louisiana Automobile Dealers Association Quarterly Occupant Protection
Campaign (**Louisiana**)
- ◆ M-59 Corridor Safety Project (Michigan) [**Police Traffic Services**]
- ◆ Marathon County Public Health Department Child Passenger Safety Program
(Wisconsin) [**Injury Prevention**]
- ◆ Maryland Automotive Child Safety Seat Check-Up Day (Maryland)
- ◆ Maryland Vehicle Dealers Safety Alliance Initiative (Maryland)
- ◆ Massachusetts Head Injury Association's Occupant Protection Program
(Massachusetts)
- ◆ Metropolitan Columbia Traffic Safety Program (South Carolina)
[**Safe Communities**]
- ◆ Morris County Infant and Child Emergency Identification Sticker Program
(New Jersey) [**Emergency Medical Services**]

CROSS REFERENCE (cont'd)

Occupant Protection (cont'd)

- ◆ National Parks Service Summertime Seat Belt Awareness Campaign (Rocky Mountain Region)
- ◆ Navajo Nation Seat Belt/Community Traffic Safety Program (Navajo Nation)
- ◆ Nebraska Cares (Nebraska)
- ◆ New Orleans Traffic Court, Occupant Restraint and Motorcycle Helmet Compliance Program (Louisiana)
- ◆ New York Safe Kids Coalition (**New York**) [**Injury Prevention**]
- ◆ North Dakota Nurses' Seat Belt Project (North Dakota) [**Injury Prevention**]
- ◆ Occupant Protection Enforcement (Georgia)
- ◆ Occupant Restraint/Child Passenger Program (Guam)
- ◆ Operation "Buckle Up Night" (Pennsylvania) [**Youth Programs**]
- ◆ Operation Curb Crime (Virgin Islands) [**Police Traffic Services**]
- ◆ Operation Pull Over/Deal With It Corporate Sponsorship Campaign (Indiana) [**Alcohol and Other Drugs**]
- ◆ Operation Partnership (Missouri) [**Police Traffic Services**]
- ◆ Orange County Head Start Safety Program (Florida)
- ◆ Ozark Guidance Center Occupant Protection Program (Arkansas)
- ◆ Project CRASH (Michigan) [**Youth Programs**]
- ◆ Red, White and Blue Campaign (Louisiana)
- ◆ Regional Occupant Protection Program-Safety Belt Initiative (Massachusetts)
- ◆ Roadside Safety Checks (Illinois) [**Alcohol and Other Drugs**]
- ◆ Rural Community Occupant Protection and Motorcycle Incentive Project (Texas)
- ◆ Safe & Sober Projects With Communities (Minnesota) [**Alcohol and Other Drugs**]
- ◆ SAFE KIDS Hospital Association Partnership (South Carolina)
- ◆ Safe Kids On The Move (Minnesota) [**Pedestrian/Bicycle Safety**]
- ◆ Safety Belt Blitz (Florida)
- ◆ Safety Belts Save Lives... You Be The Judge! (Illinois)
- ◆ Safety Check (Alaska) [**Alcohol and Other Drugs**]
- ◆ Saving Lives Through Public Awareness (New Jersey)
- ◆ Seat Belts and Child Safety Seats - Working Together (Vermont)
- ◆ Section 153 Mini-Grants Program (Georgia)
- ◆ Smart, Safe and Sober (Virginia)
- ◆ Smooth Operator Program (Virginia) [**Police Traffic Services**]
- ◆ South Decatur (Junior/Senior High School) Safety Group (Indiana) [**Alcohol and Other Drugs**]
- ◆ Southern Ute Highway Safety Program (Colorado) [**Community/Corridor Traffic Safety Programs**]
- ◆ St. Lucie County Youth Traffic Safety Program (Florida)

CROSS REFERENCE (cont'd)

Occupant Protection (cont'd)

- ◆ Statewide Master Training and **Helpline** for Child Passenger Safety Program (California)
- ◆ Stratford Community Traffic Safety Program (Connecticut) [**youth Programs**]
- ◆ Street Smarts (Pennsylvania)
- ◆ Success By 6 (Kansas)
- ◆ Taxi/Child Safety Seat Law Program: "We Care About Your Child" (New Jersey)
- ◆ Ted **Nugent** and the "Don't Be Roadkill" Campaign (Michigan)
- ◆ The Michigan **650** (Michigan)
- ◆ Third Grade Safety Belt Program (Ohio)
- ◆ Three Flags International Project (Washington, Oregon, British Columbia)
- ◆ [**Police Traffic Services**]
- ◆ Traffic Enforcement and Education Programs (California) [**Pedestrian/Bicycle Safety**]
- ◆ Transporting Preschoolers and Children With Special Needs (Indiana)
- ◆ Travel-Related Injury Prevention (TRIP) Program (Nebraska)
- ◆ Tuscaloosa's Intersection Enforcement Project (Alabama) [**Police Traffic Services**]
- ◆ Vermont KISS Program (Kids in Safety Seats) (Vermont)
- ◆ Vermont Truck STEP (Vermont) [**Joint FHWA/NHTSA Initiatives**]
- ◆ Walk In Our Shoes (Illinois)
- ◆ Workplace Safety Belt Use Program (Oklahoma)
- ◆ You Can **Re-Lion** Your Seat Belt Child Passenger Safety Week Promotion (Region III States)

Pedestrian/Bicycle Safety

- ◆ A Commitment to Traffic Safety Education (California)
- ◆ Adult Crossing Guard Workshop (Pennsylvania)
- ◆ Annual Pedestrian Safety Conference (Washington)
- ◆ Basics of Bicycling Pilot Program (Wisconsin)
- ◆ Bicycle Helmet Blitz Program (Pennsylvania)
- ◆ Bicycle Helmet Coupon Hotline (Washington)
- ◆ Combining Injury Control and Traffic Safety Initiatives (New York)
- ◆ [**Injury Prevention**]
- ◆ Comprehensive Traffic Safety Program for All Age Groups (California)
- ◆ Cool Cat Bicycle Helmet Program (Michigan)
- ◆ CYCLE **SMART** (Kansas)
- ◆ **DUI/BUI** Awareness and Enforcement Program (California)
- ◆ [**Alcohol and Other Drugs**]
- ◆ **Fulton** County Pedestrian Safety Project (Georgia)
- ◆ Heads Up For Safety (Connecticut)
- ◆ Nevada Elementary Traffic Safety Education (**NETSE**) (Nevada)

CROSS REFERENCE (cont'd)

Pedestrian/Bicycle Safety (cont'd)

- ◆ New York City Pedestrian Safety Program (New York) [~~Joint FHWA/NHTSA~~ **Initiatives**]
- ◆ North Woods Driving Force (Wisconsin)
- ◆ Older Driver/Pedestrian Conference (Arizona) [~~Joint FHWA/NHTSA~~ **Initiatives**]
- ◆ Orange County Head Start Safety Program (Florida) [**Occupant Protection**]
- ◆ Orange County Bicycle Safety Project (California)
- ◆ Police Mountain Bike Unit (New Hampshire) [**Police Traffic Services**]
- ◆ Program for the Deaf Community (New Jersey)
- ◆ Prosecuting the Drunk Driver (Michigan)
- ◆ Riley Riders Bike Safety Smart Program (Indiana)
- ◆ **Riverton** Impaired Driving Program (Wyoming)
- ◆ Safe Kids On The Move (Minnesota)
- ◆ Safe Roads/Safe Families (California)
- ◆ Safety City (New York)
- ◆ Sandy City School District Pedestrian/Bicycle Safety (Utah)
- ◆ Santa **Cruz** County Bicycle/Pedestrian Program (California)
- ◆ Saved By the Helmet Club (Washington)
- ◆ Sidewalk Rangers (Pennsylvania)
- ◆ Traffic Enforcement and Education Programs (California)
- ◆ West Valley Community Traffic Safety Pedestrian Program (**Utah**) [**youth Programs**]
- ◆ Yellowstone County Traffic Safety Gophers (Montana) [**Safe Communities**]

Police Traffic Services

- ◆ Accident Reconstruction Training (Oklahoma)
- ◆ Aggressive Driver/Aggressive Enforcement Campaign (New Jersey)
- ◆ Albuquerque Safe Streets (New Mexico) [~~Joint FHWA/NHTSA~~ **Initiatives**]
- ◆ Automated Enforcement Program (Maryland) [~~Joint FHWA/NHTSA~~ **Initiatives**]
- ◆ **Benton** Police Highway Safety Program (Kentucky)
- ◆ Best of Operation Buckle Down (Illinois) [**Occupant Protection**]
- ◆ Bicycle Safety Mini-Contract Program for Local Law Enforcement Programs (North Carolina) [**Pedestrian/Bicycle Safety**]
- ◆ **Cary** Alcohol STEP (North Carolina)
- ◆ Changing Speed Limit Awareness (California)
- ◆ Checkpoints and Education Traffic Safety Program (California)
- ◆ City of Chico Police Department (California)
- ◆ Community Policing Partnership (Colorado)
- ◆ Coordinated Corridor Enforcement Initiative (Iowa)
- ◆ Corona Occupant Protection Program (California)

CROSS REFERENCE (cont'd)

Police Traffic Services (cont'd)

- ◆ Drunk Drivers: We've Got Your Number **9-1-1** (Michigan) [*Alcohol and Other **DWIS***]
- ◆ **DWI** Blanket Patrols - Albany County (New York)
- ◆ Franklin County **DUI** -Task Force (Ohio)
- ◆ **Greer** Police Department Enforcement Blitz (South Carolina)
- ◆ **Guaynabo** Municipal Police Traffic Patrols (Puerto Rico)
- ◆ Habitual Offender Tally Sheets (HOT Sheets) (Ohio) [*Alcohol and Other **Drugs***]
- ◆ Hands Across the Border (Georgia) [*Occupant Protection*]
- ◆ **Harrodsburg** Police Highway Safety Program (Kentucky)
- ◆ Hastings Police Department Speed Monitoring Awareness Project (Nebraska)
- ◆ Helena Police Department In-Car Computer Pilot Program (Montana)
- ◆ [*Traffic Records*]
- ◆ Holiday **OUIL** Enforcement Project, Flint Police Department (Michigan)
- ◆ [*Alcohol and Other **Drugs***]
- ◆ Las Vegas Seat Belt and Speed Project (Nevada)
- ◆ Laser Speed Detection Pilot Program (Wisconsin)
- ◆ Laser Speed Measuring Devices (Florida)
- ◆ Law Enforcement Activities (Missouri)
- ◆ Law Enforcement Assistance Fund (Colorado)
- ◆ Law Enforcement Officer Training (Indiana)
- ◆ Lee County Sheriffs **Office/Keokuk** Police Department Cooperative Alcohol Enforcement Effort (Iowa) [*Alcohol and Other **Drugs***]
- ◆ Los Angeles Police Department Hispanic Outreach/El Protector **Azul** (California)
- ◆ **M-59** Corridor Safety Project (Michigan)
- ◆ Marion County Traffic Safety Partnership Summer Enforcement Project (Indiana)
- ◆ Minnesota **DWI** and Traffic Safety Law Teleconference (Minnesota)
- ◆ Motor Vehicle Homicide Seminar (New Hampshire) [*Alcohol and Other **Drugs***]
- ◆ Nevada Highway Patrol Los Protectores Program (Nevada)
- ◆ Operation Aggressive Driver (Maryland)
- ◆ Operation Curb Crime (Virgin Islands)
- ◆ Operation Partnership (Missouri)
- ◆ Operation **R. I. D. E.** (New Jersey) [*Emergency Medical Services*]
- ◆ Operation Safe Passage (Illinois)
- ◆ Operation SAFE Speed (Arkansas)
- ◆ Operation STETSON (State Troopers Enforcing Traffic Safety To Overcome Non-Compliance) (New York)
- ◆ Operation Western **9** (Western U.S.) [*Joint **FHWA/NHTSA** Initiatives*]
- ◆ Operation Zero Tolerance (Alabama) [*Alcohol and Other **Drugs***]
- ◆ Oxnard **DUI** and Seat Belt Enforcement (California)
- ◆ Police Mountain Bike Unit (New Hampshire)

CROSS REFERENCE (cont'd)

Police Traffic Services (cont'd)

- ◆ Police Traffic Services Assessment (New Mexico)
- ◆ Police Traffic Services Assessment (Texas)
- ◆ Red Light Running Campaign Evaluation (Nebraska) **[Public Information and Education]**
- ◆ Red, White and Blue Campaign (Louisiana) **[Occupant Protection]**
- ◆ Safe & Sober Projects With Communities (Minnesota) **[Alcohol and Other Drugs]**
- ◆ Safety Management System Committee (Louisiana) **[Joint FHWA/NHTSA Initiatives]**
- ◆ San Gabriel Traffic Safety Plan (California)
- ◆ Scannable Crash Report (Michigan)
- ◆ School Zone Safety Improvement Project (Washington)
- ◆ Selective Traffic Enforcement - Mobile Police Department (Alabama)
- ◆ Smooth Operator Program (Virginia)
- ◆ Sobriety Checkpoint Program (Kansas)
- ◆ South Pasadena Police Department Roadside Sobriety Checkpoint Program (California) **[Alcohol and Other Drugs]**
- ◆ Southern Ute Highway Safety Program (Colorado) **[Community/Corridor Traffic Safety Programs]**
- ◆ Specialized Traffic Enforcement Project (STEP) Ingham County Sheriff's Department (Michigan)
- ◆ Speed Limit Monitoring (Oklahoma) **[Joint FHWA/NHTSA Initiatives]**
- ◆ Statewide Roadside Sobriety Checkpoint Program for Local Law Enforcement Agencies (California) **[Alcohol and Other Drugs]**
- ◆ Strict Traffic Regulation Enforcement for Safe Streets (STRESS) (Kansas)
- ◆ Swinomish Tribe Police Traffic Services Project (Indian Nations)
- ◆ Technocar 2000 (Texas) **[Traffic Records]**
- ◆ Three Flags International Project (Washington, Oregon, British Columbia)
- ◆ Traffic Enforcement and Education Programs (California) **[Pedestrian/Bicycle Safety]**
- ◆ Traffic Safety Recognition Program (Nevada)
- ◆ Truck Speed and Work Zone Enforcement (Arkansas) **[Joint FHWA/NHTSA Initiatives]**
- ◆ Tulare Traffic Safety Team (California)
- ◆ Tuscaloosa's Intersection Enforcement Project (Alabama)
- ◆ UHP DUI Squad Efficiency Enhanced by Digital Dictation Equipment (Utah) **[Alcohol and Other Drugs]**
- ◆ Whitfield County Speed Enforcement Program (Georgia)

Traffic Records

- ◆ Accident Location Analysis System (Iowa)

CROSS REFERENCE (cont'd)

Traffic Records (cont'd)

- ◆ Accident Records System Advisory Committee (New Jersey)
- ◆ Automated Citation Writing Devices (California)
- ◆ Combining Injury Control and Traffic Safety Initiatives (New York)
- ◆ **[Injury Prevention]**
- ◆ Computerized Accident Records and Analysis System (California)
- ◆ Court Abstract Transmission System (Indiana)
- ◆ Crash Report Form Enhancement (North Dakota) **[Joint FHWA/NHTSA Initiatives]**
- ◆ GIS Accident Maps (Pennsylvania)
- ◆ Habitual Offender Project (Virginia) **[Alcohol and Other Drugs]**
- ◆ Helena Police Department In-Car Computer Pilot Program (Montana)
- ◆ Iowa Trauma System Registry (Iowa)
- ◆ Mobile Accident Reporting System (MARS) (Iowa)
- ◆ New York CODES Project (New York)
- ◆ OWI Ad Hoc Reporting System (New Jersey) **[Other Traffic Safety Areas]**
- ◆ OWI Fine Collection Program (Iowa) **[Alcohol and Other Drugs]**
- ◆ Pre-Hospital Database Project (Oregon)
- ◆ Safety Integration into Metropolitan Planning Organization Activities (Michigan)
- ◆ **[Joint FHWA/NHTSA Initiatives]**
- ◆ Scannable Crash Report (Michigan)
- ◆ Speed Limit Monitoring (Oklahoma) **[Joint FHWA/NHTSA Initiatives]**
- ◆ Technocar 2000 (Texas)
- ◆ Total Crash Scene Mapping Stations (Minnesota)
- ◆ Traffic Records Blue Ribbon Competition (Maryland)
- ◆ Traffic Records System Strategic Plan (Maryland)
- ◆ Traffic Services (TRASER) (Texas)
- ◆ Trauma System Registry (Iowa)
- ◆ Utah CODES Project (Utah)
- ◆ Vermont Traffic Records Strategic Planning Project (Vermont)

Community/Corridor Traffic Safety Programs

- ◆ Community Traffic Injury Prevention Program (New York)
- ◆ Community Traffic Safety Grants Program (Rhode Island) **[Injury Prevention]**
- ◆ Community Traffic Safety Program (Kentucky)
- ◆ Community Traffic Safety Programs for Native Americans (North Dakota/South Dakota)
- ◆ Cornhusker Highway Community/Corridor Traffic Safety Project (Nebraska)
- ◆ Corridor Safety Improvement (Oregon) **[Joint FHWA/NHTSA Initiatives]**
- ◆ Corridor Safety Program (Washington)

CROSS REFERENCE (cont'd)

Community/Corridor Traffic Safety Programs (cont'd)

- ◆ Corridor/Community Traffic Safety Program (Colorado) **[Joint FHWA/NHTSA Initiatives]**
- ◆ Deschutes County Corridor Safety Improvement Project (Oregon)
- ◆ Florida Community Traffic Safety Program (Florida)
- ◆ Josephine County Traffic Safety Project (Oregon)
- ◆ Keep Boston Moving Safely (Massachusetts)
- ◆ Lafayette Alcoholic Beverage Vendor/Server Training (Louisiana)
- ◆ **[Alcohol and Other Drugs]**
- ◆ Lincoln-Lancaster County Health Department Traffic Safety Program (Nebraska)
- ◆ **[Injury Prevention]**
- ◆ Miller County Community Traffic Safety Project (Arkansas)
- ◆ Navajo Nation Seat Belt/Community Traffic Safety Program (Navajo Nation)
- ◆ **[Occupant Protection]**
- ◆ Northern Panhandle Regional Highway Safety Program (West Virginia)
- ◆ **[Joint FHWA/NHTSA Initiatives]**
- ◆ Operation Western 9 (Western U.S.) **[Joint FHWA/NHTSA Initiatives]**
- ◆ Pacific Coast Highway Safety Corridor Task Force (California)
- ◆ **[Joint FHWA/NHTSA Initiatives]**
- ◆ Pulaski Highway Impaired Driving Project (Maryland) **[Alcohol and Other Drugs]**
- ◆ Safety Integration into Metropolitan Planning Organization Activities (Michigan)
- ◆ **[Joint FHWA/NHTSA Initiatives]**
- ◆ Smooth Operator (California) **[Joint FHWA/NHTSA Initiatives]**
- ◆ Southern Ute Highway Safety Program (Colorado)
- ◆ Springfield Comprehensive Traffic Safety Program (Illinois)
- ◆ Stratford Community Traffic Safety Program (Connecticut) **[Injury Prevention]**
- ◆ Traffic Injury Prevention Program (North Carolina)
- ◆ Traffic Safety Cities Conference (Nevada)
- ◆ Traffic Safety O.N.E. (Vermont)
- ◆ Triple Jeopardy (Tennessee)
- ◆ Washington State Corridor Traffic Safety Program (Washington)
- ◆ **[Joint FHWA/NHTSA Initiatives]**
- ◆ West Valley Community Traffic Safety Pedestrian Program (Utah)
- ◆ **[Youth Programs]**

Safe Communities

- ◆ A Model "Safe Community" - Contra Costa County, California (California)
- ◆ Buckle Up Huntsville (Alabama) **[Occupant Protection]**
- ◆ Building a Safe Community (Alaska)
- ◆ Cape Girardeau Safe Community Program (Missouri)

CROSS REFERENCE (cont'd)

Safe Communities (cont'd)

- ◆ Chicago Traffic Safety Task Force and Projects (Illinois)
- ◆ Community Policing Partnership (Colorado) **[Police Traffic Services]**
- ◆ Community Traffic Injury Prevention Program (**TIPP**) (North Carolina)
- ◆ Community/Corridor Traffic Safety Project (North Dakota)
- ◆ Continuous Quality Improvement (**CQI**) Technical Assistance (**NHTSA** Region 8)
[Joint FHWA/NHTSA Initiatives]
- ◆ Corridor Safety Project (Washington)
- ◆ Dane County DRIVING FORCE (Wisconsin) **[Alcohol and Other Drugs]**
- ◆ Drive Smart (Tennessee)
- ◆ Drive Smart@ Colorado (Colorado) **[Injury Prevention]**
- ◆ Greater Dallas Injury Prevention Center (Texas)
- ◆ Greer Police Department Enforcement Blitz (South Carolina)
[Police Traffic Services]
- ◆ Harlem Hospital Safe Communities (New York)
- ◆ Hispanic Safe Communities Coalition (Illinois)
- ◆ Hopkinsville/Christian County Community Traffic Safety Program (Kentucky)
- ◆ La Loteria del Manejo Seguro (Motor Vehicle Driver Safety) (California)
[Public Information and Education]
- ◆ Loyola University Bum and Shock Trauma Institute Prevention Center (Illinois)
- ◆ Magic Valley SAFE KIDS Coalition (Idaho)
- ◆ Metropolitan Columbia Traffic Safety Program (South Carolina)
- ◆ Neighborhood Traffic Management Program (California)
- ◆ Riverton Impaired Driving Program (Wyoming) **[Alcohol and Other Drugs]**
- ◆ Safe Jonesboro Coalition (Arkansas)
- ◆ Yellowstone County Traffic Safety Gophers (Montana)
- ◆ Wyandotte Tribal Safety and Safe Community Program (Oklahoma)

Joint FHWA/NHTSA Initiatives

- ◆ Accident Location Analysis System (Iowa)
- ◆ Accident Records System Advisory Committee (New Jersey) **[Traffic Records]**
- ◆ Albuquerque Safe Streets (New Mexico)
- ◆ Automated Enforcement Program (Maryland)
- ◆ Coalition Building (Montana)
- ◆ Community/Corridor Traffic Safety Project (**North** Dakota) **[Safe Communities]**
- ◆ Continuous Quality Improvement (**CQI**) Technical Assistance (**NHTSA** Region 8)
- ◆ Corridor/Community Traffic Safety Program (Colorado)
- ◆ Corridor Safety Improvement (Oregon)
- ◆ Corridor Safety Project (Washington) **[Safe Communities]**
- ◆ CRASH Regional Program (Kentucky)
- ◆ Crash Report Form Enhancement (North Dakota)

CROSS REFERENCE (cont'd)

Joint ~~FHWA~~/NHTSA Initiatives (cont'd)

- ◆ Deschutes County Corridor Safety Improvement Project (Oregon)
 [Community/Corridor Traffic Safety Program]
- ◆ Emergency Cellular Phone System (Pennsylvania)
- ◆ Heavy Truck Safety Initiative (Wyoming)
- ◆ Incident Management (Utah)
- ◆ New York City Pedestrian Safety Program (New York)
- ◆ Northern Panhandle Regional Highway Safety Program (West Virginia)
- ◆ Older Driver/Pedestrian Conference (Arizona)
- ◆ Operation Western 9 (Western U. S.)
- ◆ Pacific Coast Highway Safety Corridor Task Force (California)
- ◆ Safety Integration into Metropolitan Planning Organization Activities (Michigan)
- ◆ Safety Management System Committee (Louisiana)
- ◆ Safety Management System Development (South Dakota)
- ◆ Smooth Operator (California)
- ◆ Speed Limit Monitoring (Oklahoma)
- ◆ Traffic Safety Impact Team (Puerto Rico)
- ◆ Traffic Safety on the U.S.-Mexico Border (New Mexico/Texas)
- ◆ "TRUCK SMART" Public Information and Education Campaign (Pennsylvania)
- ◆ Truck Speed and Work Zone Enforcement (Arkansas)
- ◆ Vermont Truck STEP (Vermont)
- ◆ Washington State Corridor Traffic Safety Program (Washington)
- ◆ Work Zone Safety Public Service Announcement (Nevada)
- ◆ Work Zone Traffic Control Sign Package (Maine)

Injury Prevention

- ◆ A Model "Safe Community" - Contra Costa County, California (California)
 [Safe Communities]
- ◆ Bicycle Helmet Coupon Hotline (Washington) *[Pedestrian/Bicycle Safety]*
- ◆ Building a Safe Community (Alaska) *[Safe Communities]*
- ◆ Bystander Trauma Care Program (Iowa) *[Emergency Medical Services]*
- ◆ Camp 9-1-1 (Michigan) *[Emergency Medical Services]*
- ◆ Chicago Museum of Science and Industry Auto Safety Exhibit (Illinois)
 [Occupant Protection]
- ◆ Childhood Opportunity Zones (COZ) (Rhode Island)
- ◆ Children's Traffic Safety Program (Tennessee)
- ◆ Combining Injury Control and Traffic Safety Initiatives (New York)
 [Traffic Records]
- ◆ Community Traffic Safety Grants Program (Rhode Island)
- ◆ Drive Smart@ Colorado (Colorado)

CROSS REFERENCE (cont'd)

Injury Prevention (cont'd)


- ◆ EMS Training Project (Nebraska)
- ◆ Harlem Hospital Safe Communities (**New York**) [**Safe Communities**]
- ◆ Head Injury Prevention Program: Phase II (Kansas)
- ◆ Hispanic Safe Communities Coalition (Illinois) [**Safe Communities**]
- ◆ Injury Control Local Health Units (New York)
- ◆ Injury Prevention Collaboration (**NHTSA** Region VIII)
- ◆ Legacy Emmanuel Hospital Trauma Nurses Talk Tough (Oregon)
- ◆ Lincoln-Lancaster County Health Department Traffic Safety Program (Nebraska)
- ◆ Linking Traffic Safety and Health (Nebraska) [**Alcohol and Other Drugs**]
- ◆ **Loyola** University Bum and Shock Trauma Institute Prevention Center (Illinois) [**Safe Communities**]
- ◆ Magic Valley SAFE KIDS Coalition (Idaho) [**Safe Communities**]
- ◆ Marathon County Public Health Department Child Passenger Safety Program (Wisconsin)
- ◆ Morristown Memorial Hospital Injury Prevention Community Education Program (New Jersey)
- ◆ Motorcycle Helmet Law Evaluation (California) [**Motorcycle Safety**]
- ◆ Neighborhood Traffic Control Plan: Education Component (California)
- ◆ New York Safe Kids Coalitions (New York)
- ◆ North Dakota Nurses' Seat Belt Project (North Dakota)
- ◆ Orange County Head Start Safety Program (Florida) [**Occupant Protection**]
- ◆ Peer to Peer Physician Training (Pennsylvania)
- ◆ Rural EMS Conference (Michigan)
- ◆ Save a Life Like Yours (SALLY) (Nevada)
- ◆ Southeast Region Injury Control Network (Southeastern States)
- ◆ Spectrum of Prevention - A New Approach to Highway Safety Planning (Nevada)
- ◆ Success By **6** (Kansas) [**Occupant Protection**]
- ◆ THINK FIRST of New York (New York)
- ◆ Transporting Preschoolers and Children With Special Needs (Indiana) [**Occupant Protection**]

Youth Programs

- ◆ ~~888-Under 21~~ Project (Pennsylvania)
- ◆ "A TIP From EMS" (Wisconsin)
- ◆ Alcohol In School Is Stupid (**ISIS**) (Michigan) [**Alcohol and Other Drugs**]
- ◆ Arrive Alive Safe and Sober (Nebraska)
- ◆ "Arrive Alive" Alcohol Saturation Project (Missouri)
- ◆ Badges in Bars (Nebraska) [**Alcohol and Other Drugs**]
- ◆ Bicycle Safety Education Program (California) [**Pedestrian/Bicycle Safety**]

CROSS REFERENCE (cont'd)

Youth Programs (cont'd)

- ◆ Brookfield High School **DECA** Chapter (Missouri)
- ◆ Burgers, Fries and Jail (Michigan)
- ◆ California Department of Health Services (**DHS**) Vehicle Occupant Safety Program (**VOSP**) (California) [**Occupant Protection**]
- ◆ Camp **9-1-1** (Michigan) [~~Emergency~~ **Medical Services**]
- ◆ Chicago Museum of Science and Industry Auto Safety Exhibit (Illinois) [**Occupant Protection**]
- ◆ Community Occupant Protection Program (Indiana)
- ◆ Cops in Shops (North Carolina) [**Alcohol and Other Drugs**]
- ◆ Cops In Shops (Utah)
- ◆ Cops In Shops (Wisconsin) [**Alcohol and Other Drugs**]
- ◆ Cross-Age **Mentoring** Program (Tennessee)
- ◆ CYCLE SMART  (Kansas) [**Pedestrian/Bicycle Safety**]
- ◆ Dade County High School Alcohol and Buckle Up Prevention Program (Florida)
- ◆ Dane County **DRIVING FORCE** (Wisconsin) [**Alcohol and Other Drugs**]
- ◆ Drive Smart (**Tennessee**) [**Safe communities**]
- ◆ **DUI** Victim/Witness Program (South Carolina) [~~Alcohol~~ **and Other Drugs**]
- ◆ Elementary Education Initiative (Maine)
- ◆ Elementary Traffic Safety Leadership Training (Kansas)
- ◆ Facing Alcohol Challenges Together (Indiana) [**Alcohol and Other Drugs**]
- ◆ "Get A Grip" - Youth Alcohol/Statewide Traffic Safety Training Program (Iowa)
- ◆ Give a Policeman a PAT (Police Appreciation Time) (Mississippi)
- ◆ Head Injury Prevention Program: Phase II (Kansas) [**Injury Prevention**]
- ◆ Huntsville City Schools (Alabama)
- ◆ Injury Prevention Program (Illinois)
- ◆ It's Your Choice (Montana)
- ◆ Kansas Youth Alcohol Media Campaign: "Take a Stand" (Kansas) [**Alcohol and Other Drugs**]
- ◆ Little ~~Red~~ Driving Hood Project (Illinois)
- ◆ Missouri **HEADS UP** (Missouri)
- ◆ New Orleans Traffic Court, Occupant Restraint and Motorcycle Helmet Compliance Program (Louisiana) [**Occupant Protection**]
- ◆ Northern Kentucky Rural Office of Traffic Safety (Kentucky)
- ◆ Operation "Buckle Up Night" (Pennsylvania)
- ◆ Policies and Programs for the **1990's** (Illinois) [**Alcohol and Other Drugs**]
- ◆ Project CRASH (Michigan)
- ◆ Project Extra Mile (Nebraska)
- ◆ Riley Riders Bike Safety Smart Program (Indiana) [**Pedestrian/Bicycle Safety**]
- ◆ Safe Driving Competition for Youth - York County (Pennsylvania)

CROSS REFERENCE (cont'd)

Youth Programs (cont'd)

- ◆ South Decatur (Junior/Senior High School) Safety Group (Indiana)
[Alcohol and Other Drugs]
- ◆ Stanford Community Responsible Hospitality Project (California)
- ◆ **Stanislaus** County: The Young and the Reckless (California)
- ◆ Stop Underage Drinkers (SUDS) (New Jersey)
- ◆ Stratford Community Traffic Safety Program (Connecticut)
- ◆ Strides For Safety (North Dakota)
- ◆ Teen Court (Illinois)
- ◆ Teen Court of Lincoln County (Oregon)
- ◆ Teen Driver Program (California)
- ◆ Teens of Northeast (TONE) (Arkansas)
- ◆ Teens of Northeast Youth Intervention Program (Arkansas)
- ◆ Travis County Underage Drinking Prevention Program (Texas)
- ◆ Tulsa CRASH Court (Oklahoma)
- ◆ Underage Drinker Identification Training Program (North Dakota)
[Alcohol and Other Drugs]
- ◆ University of Southern Mississippi Youth in the Workplace Initiative (Mississippi)
- ◆ University Presidents' Summit on Campus Alcohol Issues (Michigan)
[Alcohol and Other Drugs]
- ◆ West Valley Community Traffic Safety Pedestrian Program (Utah)
- ◆ YMCA Resource Center "Pathways" (Delaware)
- ◆ "You Can't Win" Zero Tolerance Campaign (Iowa)
- ◆ Young Adult **Pre-DUI** Visitation Program (California)
- ◆ Young Driver Deterrence Project (Hawaii)
- ◆ Youth Appreciate Law Enforcement (YALE) (Virginia)
- ◆ Youth in the Workplace (Minnesota)
- ◆ Youth Safety Program (**North** Carolina) **[Alcohol and Other Drugs]**
- ◆ Youth Traffic Safety Teacher (Hawaii)
- ◆ Youthful Drunk Driving Program (**Oklahoma**)
- ◆ Youthful **DUI** Offender Project (Missouri)
- ◆ Zero Tolerance Campaign (Indiana) **[Alcohol and Other Drugs]**
- ◆ Zero Tolerance Campaign (Iowa) **[Alcohol and Other Drugs]**

Other Traffic Safety Areas

- ◆ "Drive Smart" Nights at Central Pennsylvania Speedways (Pennsylvania)
- ◆ **DWI** Ad Hoc Reporting System (New Jersey)
- ◆ Heavy Truck Safety Initiative (Wyoming) **[Joint FHWA/NHTSA Initiatives]**
- ◆ Injury Prevention Program (Illinois) **[youth Programs]**
- ◆ Non-Commercial Sustaining Announcements (**NCSA**) (New Jersey)
- ◆ Ohio Partnership for Traffic Safety (Ohio)

CROSS REFERENCE (cont'd)

Other Traffic Safety Areas (cont'd)

- ◆ Preschool Teachers Safety Workshop (Pennsylvania)
- ◆ Preschool Transportation Program: "Safe and Secure" (Indiana)
- ◆ Regional Driver Education Instructor's Workshop (Pennsylvania)
- ◆ Senior Driver Program: "Getting There Safely" (Washington)
- ◆ Southeast Region Injury Control Network (Southeastern States) **[Injury Prevention]**
- ◆ Spectrum of Prevention - A New Approach to Highway Safety Planning (Nevada) **[Injury Prevention]**
- ◆ Speed Limit Brochure (Minnesota)
- ◆ **Tri-State** Traffic Safety Partners (New York, New Jersey, Connecticut)
- ◆ University of Texas at Austin College Traffic Safety Program (Texas)

Public Information and Education

- ◆ **1992** Black Community Safety Belt Challenge (**Ohio**) **[Occupant Protection]**
- ◆ **1993** Safe Holiday Season Program (Washington, DC)
- ◆ **3D** Month Program (Oklahoma) **[Alcohol and Other Drugs]**
- ◆ BOUNCERS (Business Opposed to Underage Consumption and Irresponsible Selling) (Illinois) **[Alcohol and Other Drugs]**
- ◆ Buckle Up **Donora** (Pennsylvania) **[Occupant Protection]**
- ◆ Bystander Trauma Care Program (Iowa) **Emergency Medical Services]**
- ◆ California Highway Patrol (**CHP**) Designated Driver Program (California) **[Alcohol and Other Drugs]**
- ◆ Child Passenger Safety Promotion (Texas)
- ◆ CRASH Regional Program (Kentucky) **[Joint FHWA/NHTSA Initiatives]**
- ◆ Delaware-Madison County **DUI** Task Force (Indiana) **[Alcohol and Other Drugs]**
- ◆ Driver Fatigue and Its Impact on Driving (New York)
- ◆ "Get in Gear" and "Ride Straight" Programs (Wisconsin) **[Motorcycle Safety]**
- ◆ Hands Across the Border (Georgia) **[Occupant Protection]**
- ◆ Houston Lights On For Life Coalition (Texas) **[Alcohol and Other Drugs]**
- ◆ Kansas Youth Alcohol Media Campaign: "Take a Stand" (Kansas) **[Alcohol and Other Drugs]**
- ◆ Keep Boston Moving Safely (Massachusetts) **[Community/Corridor Traffic Safety Programs]**
- ◆ La **Loteria del Manejo Seguro** (Motor Vehicle Driver Safety) (California)
- ◆ Law Enforcement Assistance Funds (Colorado) **[Police Traffic Services]**
- ◆ Miller County Community Traffic Safety Project (Arkansas) **[Community/Corridor Traffic Safety Program]**
- ◆ Morristown Memorial Hospital Injury Prevention Community Education Program (New Jersey) **[Injury Prevention]**
- ◆ Motorcycle Safety Public Information Program (Oregon) **[Motorcycle Safety]**

CROSS REFERENCE (cont'd)

Public Information and Education (cont'd)

- ◆ National Parks Service Summertime Seat Belt Awareness Campaign (Rocky Mountain Region) **[Occupant Protection]**
- ◆ Non-Commercial Sustaining Announcements (NCSA) (New Jersey) **[Other Traffic Safety Areas]**
- ◆ Operation Curb Crime (Virgin Islands) **[Police Traffic Services]**
- ◆ Operation DWI/OBD Evaluation Project (New Mexico) **[Alcohol and Other Drugs]**
- ◆ Operation STETSON (State Troopers Enforcing Traffic Safety To Overcome Non-Compliance) (New York) **[Police Traffic Services]**
- ◆ Pacific Coast Highway Safety Corridor Task Force (California) **[Joint FHWA/NHTSA Initiatives]**
- ◆ Public Information and Education Committee (Kansas) **[Alcohol and Other Drugs]**
- ◆ Red Light Running Campaign Evaluation (Nebraska)
- ◆ Red, White and Blue Campaign (Louisiana) **[Occupant Protection]**
- ◆ Regional Driver Education Instructor's Workshop (Pennsylvania) **[Other Traffic Safety Areas]**
- ◆ Regional Traffic Safety Workshops (Missouri)
- ◆ Responsible Alcohol Management Program (Pennsylvania) **[Alcohol and Other Drugs]**
- ◆ Safe And Vital Employees (Maryland) **[Alcohol and Other Drugs]**
- ◆ Safe Roads/Safe Families (California) **[Pedestrian/Bicycle Safety]**
- ◆ Saved By the Helmet Club (Washington) **[Alcohol and Other Drugs]**
- ◆ Saving Lives Through Public Awareness (New Jersey) **[Occupant Protection]**
- ◆ Seasonal Alternative Non-Alcoholic Testing Adventure (SANTA) (Washington) **[Alcohol and Other Drugs]**
- ◆ Section 153 Mini-Grants Program (Georgia) **[Occupant Protection]**
- ◆ Senior Driver Program: "Getting There Safely" (Washington) **[Other Traffic Safety Areas]**
- ◆ Smooth Operator (California) **[Joint FHWA/NHTSA Initiatives]**
- ◆ **STOP-DWI** - Clinton County/Plattsburg AFB (New York) **[Alcohol and Other Drugs]**
- ◆ Talking to Your Kids About Alcohol (Washington) **[Alcohol and Other Drugs]**
- ◆ THINK FIRST of New York (New York) **[Injury Prevention]**
- ◆ Three Flags International Project (Washington, Oregon, British Columbia) **[Police Traffic Services]**
- ◆ Traffic Safety on the U.S.-Mexico Border (New Mexico/Texas) **[Joint FHWA/NHTSA Initiatives]**
- ◆ Triple Jeopardy (Tennessee) **[Community/Corridor Traffic Safety Program]**
- ◆ "TRUCK SMART" Public Information and Education Campaign (Pennsylvania) **[Joint FHWA/NHTSA Initiatives]**

CROSS REFERENCE (cont'd)

Public Information and Education (cont'd)

- ◆ Work Zone Safety Public Service Announcement (Nevada)
[Joint FHWA/NHTSA Initiatives]

Financial Management

- ◆ Crime Lab Fund Tracking (New Mexico) *[Alcohol and Other Drugs]*

Child Safety Seats

- ◆ Child Safety Seat Inspection Clinics (Indiana) *[Occupant Protection]*
- ◆ Colebrook Child Safety Seat Loaner/Inspection Program (New Hampshire)
[Occupant Protection.]
- ◆ Denver Fire Department (DFD) Buckle Up Kids Training (Colorado)
[Occupant Protection]
- ◆ Infants and Air Bag Public Awareness (Missouri) *[Occupant Protection]*
- ◆ Nebraska Cares (Nebraska) *[Occupant Protection]*
- ◆ Regional Occupant Protection Program-Safety Belt Initiative (Massachusetts)
[Occupant Protection]
- ◆ Seat Belts and Child Safety Seats - Working Together (Vermont)
[Occupant Protection.]
- ◆ Vermont KISS Program (Kids in Safety Seats) (Vermont) *[Occupant Protection]*
- ◆ You Can Re-Lion Your Seat Belt Child Passenger Safety Week Promotion
(Region III) *[Occupant Protection]*

Impaired Driving

- ◆ Lafayette Alcoholic Beverage Vendor/Server Training (Louisiana)
[Alcohol and Other Drugs]

School Bus Safety

- ◆ Safety Rating System for School Bus Loading and Unloading Zones
(South Carolina)
- ◆ Sandy City School District Pedestrian/Bicycle Safety (Utah)
[Pedestrian/Bicycle Safety]
- ◆ School Bus Partnership (Colorado)
- ◆ Sidney's Safety Bus (Mississippi)
- ◆ Transporting Students With Special Needs

